

BRITAIN'S BIGGEST SELLING DIRT BIKE MAGAZINE

thefixerider.com

WIN!
BILLY
MAC'S
FOX
KIT



TORCO HONDA'S
RIPPING ROOKIE

**"YOU'RE ONLY
AS GOOD AS
YOUR LAST RACE"**

TREY CANARD — AMERICA'S
NEW SUPERCROSS SUPERSTAR

KING / COPPINS / TOWNLEY / PRUMM

KILLER KIWIS!

TWO DECADES OF DOMINATION
FROM DOWN UNDER!

"THE TEAM HAS
SIGNED ME TO
WIN THE TITLE"
**PASCAL
LEURET**

PRIZE FIGHTER!
TOM CHURCH
MOVES UP
A WEIGHT

**BULLET FROM
THE BALTIC!**
TANEL LEOK
"I DON'T FEEL
PRESSURE"

MAC ATTACK!

"I'M MORE RELAXED AND HAVING A BLAST"
CAN ANYONE STOP BILLY MACKENZIE?

AUTHORISED STOCKISTS:

1st MX - Coalville - 01530 813000

ALBION MC/S - Exeter - 01392 260340

BIKESPORT - Newcastle upon Tyne - 0191 232 8970

BLF - Jersey - 01534 869397

CCM - Dublin - 00353 14 526170

CRADLEY KAWASAKI - West Midlands - 01384 633455

DENNIS WINTER - Beverley - 01964 542281

DES HELYAR MC/S - Hampshire - 0118 9700665

DESTINATION MX - East Sussex - 01424 439 767

D&K OFFROAD - Staffordshire - 01782 338 700

DRYSDALE MC/S - Perth - Scotland - 01738 451050

EDMONDSON RACING - Norton Canes - 01543 450150

FEEHILY MX - Anglesey - 01248 470212

FUTURE RACING - Dorset - 01202245559

GEAR 4 - Peterborough - 01778 345653

GEARED UP (MX1) - Gateshead - 01914872100

GH MOTORCYCLES - Essex - 01206 791155

JD RACING - Saltash Cornwall - 01752 848 888

JACK HORSEMAN MC/S - Cumbria - 01228 545333

MEREDITH MX - Bristol - 0117 971 4873

MOTOPROSS - Narberth - South Wales - 01834 860347

MIDDLETON MX - Ripley - 01773 748045

MISSION CONTROL - Leominster - 01568 615642

MX RACING SERVICES - Sussex - 01903 851 248

NORMAN WATTS - Lisburn - 02892 638 766

OFFROAD WORLD - Coleshill - 0121 7671284

POA RACING - Chorley - Lancs - 01257 4506600

RIDE MX - Stratford upon Avon - Warwickshire - 01789 292931

ROAD AND TRACK - Isle of Man - 01624 623725

ROCKET CENTRE - Blackburn - 01254 297810

SOUTHSIDE MX - Norfolk - 01379 890807

ST. BLAZEY MC/S - Cornwall - 01726 816181

TEE BEE MC/S - Leeds - 0113 2520108

VIC EASTWOOD MC/S - Kent - 01322 669 469

BLITZ JERSEY £40.00

BLITZ PANT £130.00

BLITZ GLOVE £26.00



BILLY MacKENZIE
CAS Honda

BLIT7  JERSEY/PANT/GLOVE
ZEBRA

WWW.FOXEUROPE.COM / TEL: 0191 487 6100

OVER 30 YEARS OF POWER

MADE IN
THE USA



FMF POWERCORE 4 SRP £228.00
CHECK THE FMF RANGE INCLUDING CASUAL & ACCESSORIES AT RUSHRACING.CO.UK
RUSH RACING | 01404 549696 | SALES@RUSHRACING.CO.UK

YOU READY?





TENTS MAY

COVER: British MX1 champ Billy MacKenzie whoops it up on the Monster CAS Honda

© ANDREW FERGUSON

CONTENTS: Tom Sagar does his best snowplough impression in Sweden

© JONTY EDMUNDS/KTM IMAGES

CONTENTS

Features

- 032 **YIN AND YANG!**
The complex creature that's Billy MacKenzie
- 040 **KILLER KIWIS!**
It's been 20 years since New Zealand made their debut at the MXdN
- 046 **WHO'S THAT GUY?**
Michael Phillips – the New Kiwi on the Block...
- 050 **GOING THE DISTANCE!**
Can Tanel Leok put '07 behind him?
- 062 **DIRTY WORK!**
Our man rolls up his sleeves and spends a weekend helping out with Molson Kawasaki
- 066 **FRENCH POLISH!**
Swift Suzuki's Pascal Leuret aims to shine
- 080 **BOXING CLEVER!**
He's moved up a weight but can Tom Church pack a punch in MX1?

Reports

- 102 **BRIT MX**
Two rounds down and the Scots are dominating the Maxxis British MX Championship
- 106 **WTC**
Narrow win for Toni Bou as WTC kicks off in Luxembourg
- 108 **WEC**
World Enduro Championship action from Sweden and Portugal

Regulars

- 010 **NEWS**
What's going on off-road plus Swordy and Gordy's monthly mutterings...
- 014 **WWWIN!**
Billy Mac kit plus a VIP day out at the Maxxis up for grabs
- 019 **BLARNEY**
More craicing stuff from Stevie Mills
- 021 **JONTY'S BOX**
The WEC moves away from winter openers and Jonty ain't impressed...
- 023 **RANT**
Write in and earn Etnies swag and Muc-Off
- 028 **STUFF**
Speedy Reedy replica kit – Thor sure!
- 058 **BURNICLE'S BEAT**
The godfather of MX journalism on a founding father of the modern British scene
- 072 **WALKER'S WORLD**
Geoff checks out all the pretty Maxxis metal
- 088 **STATESIDE**
Trey Canard, AMA SX wrap and Radio America
- 100 **MIND GAMES**
Build to win with constructive criticism
- 105 **UNSUNG HEROES**
Swift Suzuki's big trucker Andy Deeks
- 115 **RAGE**
Scott Elderfield, youth national wrap and Max Anstie
- 121 **MAC211**
Billy's loving life on the Monster CAS Honda



BRAD ANDERSON
SUZUKI SWIFT

PANT £80.00
JERSEY £25.00
GLOVE £18.00



AUTHORISED STOCKISTS:

1st MX - Leicestershire - 01530 813 000
BIKESPORT - Newcastle upon Tyne - 0191 232 8970
BLF - Jersey - 01534 869 397
CCM - Dublin - 00353 14 526170
CJ BOWERS - Suffolk - 01254 705 726
CMS - Exeter - 01392 202 669
CRADLEY KAWASAKI - Warley - 01384 633 456
DENNIS WINTER - Beverley - 01964 542281
DK OFFROAD - Staffordshire - 01782 338 700
DOUG HACKINGS - Lancashire - 01204 481 511
DRYSDALE MC/S - Perth - Scotland - 01738 453050
FEELHLY MX - Anglesey - 01248 470 212
GEARED UP (MX1) - Gateshead - 01914872100
GH MOTORCYCLES - Colchester - 01206 791 155
KICKSTART - Port Talbot - 01639 881585
MEREDITH MX - Bristol - 01179 714 873
MIDDLETON MX - Ripley - 01773 748045
MOTOPROSS - Nantwich - 01834 869 520
MX RACING SERVICES - Sussex - 01903 851 248
OFFROAD WORLD - Birmingham - 0121 767 1284
RIDE MX - Stratford Upon Avon - 01789 282 931
SHERWOOD MX - Birmingham - 0121 777 2499
SOUTHSIDE MX - Norfolk - 01379 890607
ST. BLAZEY MC/S - Cornwall - 01726 816181
TAS - Northern Ireland - 028 867 48097
TEEBEE - Leeds - 0113 252 0108
T&W RACING - Gloucester - 01452 503 003

SEEK & DESTROY

SHIFT™

STRIKE



VISIT SHIFT.ROPE.COM / CALL 0191 487 6300 FOR DETAILS AND COLOR OPTIONS
FOR THE 2008 SHIFT STRIKE GEAR

COMMENT

Deadlines! Don't you just love them? Once upon a time the night before DBR went to press was usually spent sinking mind-altering tequila-based cocktails in a rough-arse dive in the centre of town, surrounded by the kind of clientele a three-hour happy hour tends to attract. Of course, back in the day the mag ran fewer pages so we could normally find the time to indulge in such traditional hobbies. Sadly, those days are gone and deadline weeks now tend to be spent sweating over a keyboard until late into the night and our fuel of choice is more likely to be Red Bull than Jose Cuervo's finest. Better for our livers but worse for the soul...

What, you may well ask, is my point here? Well, I guess I'm trying to say we've grown up a bit – more through necessity than choice but, nevertheless, like a slice of vintage cheddar we've matured. It happens to us all (well most of us) eventually – even the likes of Billy MacKenzie, the one-time enfant terrible of British MX. There was a time that Billy was a bit of a loose cannon – on and off the track – and he admits as much in our interview with him this month. The word he uses is 'gobsh*tte' and, to be fair, some of Billy's earlier interviews were every bit as colourful as his riding but you only have to speak to him now or watch the way he goes about his trade to realise that he's a new, improved version. In the British he's showing speed and control but the real test comes at Valkenswaard for the first GP where the pace will be moved up a notch or two...

While I'm on the subject of the opening GP of the season, sod's law dictates that it falls in the no-man's land between our caffeine-addled deadline and our on-sale date, hence the reason why there's no report on it in this month's mag...

Okay, moving swiftly back to the subject of precocious young talent. In his Radio America column this month Steve Matthes highlights the influx of seriously fast, virtually full-formed, teenagers into the pro ranks in the States and the can of worms this opens up. The bottom line is that to be trained by a pro, like a pro, while being homeschooled is great for those who do make it to the big time but what about all the rest – the vast majority – who don't? Washed up at 20 with a substandard education is not a prospect to look forward to...

What Steve doesn't touch upon is the effects on young bodies of pounding out 40-minute motos, especially in light of the ACU's stance of not allowing under 16s to race enduros because they're concerned about the physical impact this discipline can have on kids who are still growing. And then there's the kind of parenting that's best characterised by the classic 'schoolboy dad' syndrome. Go to any youth event in the country and there's a chance you'll see a dad – or mum for that matter – leaning over the chestnut paling yelling at junior to go faster with the result that the poor little nipper ends up in a heap having decided it's better to ride beyond their limits than endure a post-race rollicking and a silent van ride home...

The whole subject of children and sport is a moral minefield and pushy parenting certainly isn't just confined to motocross. Schoolboy football's every bit as bad and I once saw the minutes from a youth karting disciplinary hearing dealing with one outraged dad who was so, shall we say, 'upset' by the performance of his son's engine that he threw it through his tuner's caravan window!

I've got a daughter who's just coming up to first bike age and if she wants one I'll get her one. But I'm not about to lose sight of the fact that she's much more likely to make a living from writing about two-wheeled sport than competing in it so her education comes first. It's all a matter of getting your priorities right...

Sean



KNIGHTER OUT IN FRONT

DK EXTENDS US GNCC LEAD

DAVID KNIGHT extended his lead at the top of the US GNCC table with victory at round three of the series, held at Steele Creek in North Carolina.

The burly Manxman, the defending champ and winner of the opening round of the series, made his customary duff start before carving his way through the field.

Rounding the first turn dead-last, Knighter picked up the pace on his factory KTM and after the opening 22-minute circuit was in a position to challenge for the lead. Once in front he stayed there to come home 90 seconds ahead of Barry Hawk after seven hard laps.

"Apart from another bad start the race went well. I pushed hard during the first lap – like I seem to have to do at every race – and got pretty close to the guys at the front. Once I got past Barry Hawk and Nate Kanney I tried to break away but I hit a tree so that didn't really happen.

"It was pretty close for a few laps but about halfway through the race I started to pull away. With Hawk and [Paul] Whibley being on the podium with me and with Charlie Mullins finishing in sixth I guess it's good for my championship. I'm 24 points ahead now so things are going well."

Robbie Maddison takes his world record out to an amazing 351ft



Seth and Robbie go big in Australia

GOING THE DISTANCE!

MADDISON SMASHES WORLD RECORD

STRICTLY SPEAKING it's not exactly core DBR subject matter but men hurling themselves huge distances on motorcycles has captured the public's imagination since those heady days of Evel Kniesel back in the '70s.

When it comes to insane aerial antics the Crusty Demons have pretty much cornered the market and they were out in force for another Night of World Records in Melbourne at the end of March when the ramp-to-ramp distance record was broken twice in the space of an evening.

In a three-man competition between Crusty legend Seth Enslow, former record holder Ryan Capes and current record holder Robbie Maddison, Capes was first to break new ground

with his mammoth 324ft leap adding 24ins to the record Maddison set on New Year's Eve. But before the men from Guinness could ink his effort into their book Maddison struck back.

Leaving the ramp at over 100mph, the Aussie touched down an astounding 351ft later to reclaim the record once held by Welshman Jason Rennie. Seth, who famously needed a metal plate inserted into his head after a failed record attempt eight years ago, didn't quite go the distance but did manage to break his own personal best with a 302ft jump.

"It was always going to be exciting with the jump-off situation," reckons Robbie. "Seth is a mate and a legend of the sport and Ryan is renowned as a long distance jumping specialist."



SIEGFREID 'SIGI' LERNER

TALENTED RACER, OUTSTANDING DEVELOPMENT ENGINEER

By Jack Burnicle

One of the men who helped turn KTM into the off-road powerhouse that it is today, Siegfried 'Sigi' Lerner – who died recently at the age of 59 – was that rare combination of talented motocross racer and outstanding development engineer.

An effervescent, happy little Austrian with a mop of thick, wavy fair hair and twinkling blue eyes, Sigi enjoyed a short but spectacular grand prix career. KTM had already won a 250cc world title in 1974 before Lerner dipped a toe into GPs three years later, then launched into a full-time 125 assault in 1978.

That was the year of a mighty Suzuki/Yamaha fight involving triple champion Gaston Rahier, eventual winner Akira Watanabe and Gerard Rond. But Sigi, soon nicknamed 'Speedy' and sporting a distinctive blue full-face road-racing helmet, kept himself in the frame against these maestros. Genuinely overjoyed at sometimes matching their pace, he mounted the rostrum with Rahier and

Watanabe on a memorable day at Vesoul, in France, when it took Akira until the last lap to squeeze past the flying KTM.

It was like contesting a world championship on your own home-built special! Sigi consistently placed top five as he developed the air-cooled KTM against those Japanese factory missiles and was thrilled to finally finish fourth in the world behind the Big Three. I'll never forget his boyish glee at this momentous achievement!

"Sigi was the main competitor I had to beat as a young man here in Austria," says the country's only world MX champion, enduring KTM legend Heinz Kinigadner, "because he was the long-time hero of the '70s!"

Lerner opened his 1979 GP account back on the rostrum at the opening round in Austria behind Harry Everts and Watanabe, finished top six in Holland then disappeared from the international scene. He finally stopped racing in 1981, the year his 125 KTM motor won its first GP in the hands of

Italian 'Beppe' Andreani at Goldbach in Germany.

"After he retired Sigi took over responsibility for sales and sports activities at the KTM factory," recalls Kinigadner. Meantime, Kees van der Ven and Americans Mike Healey, Bob Moore and Trampas Parker notched up further grand prix successes with that brilliant little engine, Parker landing KTM their first 125 world title in 1989.

Following KTM's subsequent bankruptcy and revival, Sigi Lerner was once more to the forefront of the factory's incredible comeback. "After KTM was launched new for the 1990s," explains Heinz who helped mastermind the firm's resuscitation, "I involved Sigi very strongly in rider development and junior activities where he did a very good job!"

But at the beginning of 2007, cancer struck this cheery, energetic Austrian. "It was much too early for Sigi to go but he was in a lot of pain for the past year," adds a sorrowful Kinigadner.

So god speed, Sigi. I'll always remember that infectious grin and sparkling enthusiasm!



© Toby Fuller

A race two eighth is Nunny's best score at Donington

SUSO SORRY!

CHAMBO SETS THE RECORD STRAIGHT

AFTER THEIR poor showing at the opening round of the British championship at Donington Park, Team Suso MVR-D Suzuki have taken the unusual step of issuing a press release to refute rumours that the result was down to their Goldentyre tubeless tyres.

Despite appearances to the contrary, the team were not actually running tubeless tyres and team boss Mark Chamberlain has stepped up and taken responsibility – citing wheel problems and human error regarding tyre choice – for a day riders Carl Nunn and Jason Dougan would rather forget.

"I have to take the blame for what happened at the first round as I made the call on what to use," says Mark. "The confusion at Donington was it said tubeless on the side of the tyre as this is the mould for the future production of the tubeless tyre. I made a mistake and I apologise to our sponsors and riders for what happened."

On the day Nunny was the team's only scorer with a race two eighth after a DNF in the opening moto. Dougan ended the first race in 23rd but pulled out of the second after four laps when his chain derailed.

"We have tested [the tyres] throughout the off-season and the feedback from all riders has been positive," adds Mark. "I strongly believe in Goldentyre as a product and the tubeless system, it was purely a mistake but one that has cost us dearly."

"I'd like to thank everyone involved with the team as the amount of hard work that has gone in is second to none to get us on the race track with what is a limited budget at this level. I'm convinced the riders will make it all worthwhile and the team's true potential will push them to the forefront of motocross in the UK and Europe."

CHOCKS AWAY!

RAF ENDURO TEAM DATES

WHEN THEY'RE not comparing moustaches, saying things like "bandits at four o'clock" and scaring the life out of ramblers in the Lake District, those magnificent men in their flying machines – aka the RAF enduro team – are busy organising some cracking off-road events.

First up is an enduro on May 18 at Winkworth Farm near Malmesbury which is also a round of the Wessex Centre championship. The terrain is mainly fields and ditches with a copse thrown in for good measure and the fast going should suit MXers and hare and hound riders.

Next on the calendar is an event at the Bagshot test area near Camberley on June 15 followed by the eagerly-awaited return to Slab Common, Bordon, on August 17. The RAF Enduro team have got sole use of the area for four days which gives them plenty of time to lay out what promises to be an excellent lap.

For more info and entry forms hook up to www.enduronews.com/events/ardua.htm



GORDON CROCKARD

AMERICAN DREAM?

MORE LIKE AMERICAN NIGHTMARE FOR GORDY WHO'S GOT NO VISA, NO SALARY AND A POORLY PUSSY BACK HOME...

Words by Gordon Crockard Photo by Frank Hoppen

This month has been hard to enjoy. I have to acquire a US work visa to be able to be in America to fulfil my obligations to the Scott Summers Inc. GNCC race team. I have an attorney in California filing the case for me and she's been doing that since the start of January '08.

I won't comment on her as she's an expert in the legal department and would likely sue my ass raw but I'll let you guess what I think of her as she still hasn't got me a visa, has informed me that I don't have permission to contact her, told me if there's anything I need to know that she'll email me and for all this fabulous service I get to pay her £3500 per case. And I've two cases! Without a visa I can't receive any salary or work/race for money while in the States. I feel terrible about the whole thing and will be a different man once it's all sorted properly and I can get on with doing my job.

I moved into an apartment that I rented for the next seven months so that's cool and I bought a van so I can get around this vast country. The weather is picking up day by day here in Cincinnati and that's important as the area is still very wet under foot and bike riding is all mud conditions still.

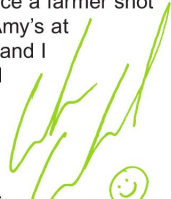
We're still running the Huskys and are now their official team with direct backing. A technician from Husky HQ in Italy is flying over on Monday to spend a week with the team here in the States.

I have a lot of testing to do on the Husky bike as all I've done so far is jump straight on a stock one and race it so I want to make improvements immediately. They have a huge selection of models that I could race – I need to take my pick from 450TXC, 450TE, 510TXC, 510TE and also a competitive two-stroke WR250. At present I'm on a 450 TXC but I may change to another model after I get a chance to test them all.

Because of the whole visa fiasco I had to return to Northern Ireland after the second round so I was at home over Easter and was able to take part in a XC race not far from Ballynahinch in County Down. I won the race and really enjoyed being able to join a lot of my friends who were also competing. I'd love to see this type of racing grow and will contest as many of them as I can if I'm there to do so. Thanks to the club and workers who hosted the race, it was a great day.

At the last GNCC race I did I made a mistake I will never make again. It cost me any chance I had of a good result and painfully I could only recover to 13th place. I was lying fourth on the opening lap and was foolishly pushing to get to the front. I crashed and destroyed the bike and had to crawl the bike to the pit area to repair it and resume the race. If I had been more patient and rode with less urgency on the opening lap then for sure I could have had a great result. Lesson learned!

Round four is approaching and I'm eager to get up there. As long as I keep trying then things will work out. Not much other craic really other than when I was home I was out on the RIB in the Irish Sea, was BMXing on some massive trails I found, had lunch with Dougie Lampkin in Bangor when he was over promoting the up and coming world trials round to be staged there, went MTBing with Ben Reid and broke my bike and had to walk home, my cat's really ill and I think he's got lead poisoning since a farmer shot him years ago with a shotgun, Amy's at home looking after the donkeys and I miss her and her cooking, David Knight's real name is George Shuttleworth and he's planning on forming a production line to build Shuttleworth Snap race bikes blah, blah, blah etc etc etc...



WIN! WIN! WIN!

Get the Fuchs-Silkolene VIP treatment

With an unblemished four-from-four scorecard after the first two rounds of the Maxxis British MX Championship, Billy MacKenzie's a man on a mission – and now you could win your very own souvenir of the Scottish star's awesome start to the season in our latest cracking comp.

We've teamed up with Fuchs-Silkolene, the official lubricants sponsors of the British championship and the company that makes CAS Honda such a well-oiled team, to offer a prize that money can't buy. On top of Billy's Fox finery – that's jersey and jeans – and a selection of Silkolene swag, one lucky reader will also get their mitts on a pair of VIP tickets to a Maxxis round of their choice. And that means preferential parking, full hospitality and the chance to meet Billy and the CAS team...

Q: To be in with a chance of winning, all we want to know is which circuit is scheduled to host the final round of the 2008 Maxxis ACU British Motocross Championship?

- A) Hawkstone Park
- B) Linkin Park
- C) Jellystone Park
- D) Jurassic Park

Once you've got your answer write it down on the back of a postcard, stuck-down envelope or a Tunnock's caramel wafer wrapper and send it – along with your name, address, daytime telephone number and preferred Maxxis round – to us at 'Silkolene Swag', DBR, 12 Victoria Street, Morecambe, Lancs LA4 4AG. Alternatively, you can hook up to our website at www.dirtbikerider.com and enter online by following the competition link.

Entries close on May 8 with the first correct entry drawn out of the editorial helmet after this date getting the gear and VIP treatment.



www.dirtbikerider.com

News | Events | Results | Rider Profiles | TV Guide | Galleries | Press Releases and much more...



EDITOR

Sean Lawless
sean.lawless@dirtbikerider.co.uk
Tel: 01524 834077
Fax: 01524 425469

ART EDITOR

Andrew Marginson
andrew.marginson@dirtbikerider.co.uk

US EDITOR

Steve Cox
www.coxmx.com

TECHNICAL EDITOR

Geoff Walker
geoffwalker@dirtbikerider.co.uk

YOUTH EDITOR

A.N. Other

DESIGN

Graham Austin
Gary Houghrain

CONTRIBUTORS

Jonty Edmunds, Stevie Mills, still-mx.co.uk, Roger Harvey, Mike Gurney, Eric Kitchen, Stephen Sword, Gordon Crockard, Billy MacKenzie, Alex Hodgkinson, Jack Burnicle, Anthony Sutton, Neil Drew, Toby Fuller, Andrew Ferguson, g2f.co.uk, Steve Matthes, JP O'Connell, Adam Wheeler, Max Anstie

NEW MEDIA MANAGER

Jude Oakley

CLASSIFIED ORIGINATION

Stuart Box, Richard Harrison and David Chu

MANAGING DIRECTOR

Mike Harper
mike.harper@lep.co.uk
01524 834044

COMMERCIAL MANAGER

James Wilson
james.wilson@dirtbikerider.co.uk
01524 834009

MARKETING AND PROMOTIONS

Richard Wilkinson
rick.wilkinson@dirtbikerider.co.uk
01524 834013

ADVERTISING

Phil Armitage
phil.armitage@dirtbikerider.co.uk
01524 834012

ADMIN MANAGER

Sarah Hodgkinson

MERCHANDISING AND SUBSCRIPTIONS

Anne Pardula
www.dirtbikerider.co.uk
01524 834030

SUBSCRIPTIONS

One year: UK £30
Europe £49.30
Rest of the world £65

PUBLISHED MONTHLY BY

JP Off-road

PRINTED IN ENGLAND BY

PCP, Telford

CIRCULATION

Seymour, 86 East Poultry St, London W1T 3EX

DIRT BIKE RIDER

12 Victoria Street
Morecambe,
Lancashire
LA4 4AG

www.dirtbikerider.com



Please Recycle

Copies of DBR can be obtained each month by placing a Standing Order with your newsagent. In case of difficulty, contact our Subscriptions Department. Readers in USA and Canada may call Eastern News toll-free on 800-221-3148 to locate your nearest stockist.

Dirt Bike Rider Magazine is copyright of Johnston Press plc and may not be reproduced in any form without the written permission of the publisher. Every care is taken in compiling the contents but the proprietors assume no responsibility for any effect arising there from. We welcome unsolicited manuscripts and photographs but accept no responsibility for their loss, damage or total disappearance.



STEPHEN SWORD

SEEING RED!

WITH TWO BRITISH ROUNDS DOWN SWORDY'S GOT THE RED SERIES LEADER'S PLATE ON HIS BIKE AND HE AIN'T GIVING IT UP WITHOUT A FIGHT...

Words by Stephen Sword Photo by JP O'Connell

I can't believe we're now into April – this year seems to be flying by! Although we haven't had a GP yet things on the domestic front are going well for me. Round one of the British champs was held at Donington Park – it was my first time there as I missed out on the GP.

The track was prepared very well and a lot of fun to ride. I ended up with two second place finishes which gave me second overall. Moto one I crashed while trying to pass Shaun Simpson and dropped back to sixth but rode strong to get back to second by the finish. Moto two I started first but after a few laps Tommy Searle came past me. I was feeling good behind him but made a few mistakes later in the race which cost me some time. Although first would have been better I was happy with the day's result. It's just a shame Tommy's not doing all the rounds as I would enjoy racing with him.

We had a weekend off before round two so I trained and practised hard in the sand ready for Canada Heights but mainly working towards the first GP in Holland. I travelled to the Heights on the Sunday morning as it's just an hour's drive from my home. Weather conditions on the way were not good and it was snowing for most of practice but considering how much rain we had the week before the track was okay. A bit boggy and rutty but better than I thought it would be.

Moto one was pretty good – I would describe it as a steady second place, nothing to get excited about but good points – although I did have a moment early in the race when I smacked my head on a post as I was passing someone. I didn't crash but smashed a hole in the helmet – I guess the helmet did its job well and my head was fine.

Shaun was riding well all day – I was looking for the win in moto two but that was going to be hard after I got tangled up in the first corner and set off at the back. I just put my head down and rode as hard as I could for the whole race. There were a couple of good passing places on the track that I had up my sleeve so I used these to my advantage. At the end of the race I got back

to fourth – I was hoping for better but it was damage limitation for the championship. I was third overall on the day and took control of the red plate. Early days yet but it feels good to be back not only racing but back at the front.

Everything is progressing well ready for the first GP. We planned to test in Belgium one week but the weather was bad over there so the mechanics and Willy our suspension guy came over here. I found a good setting and was feeling comfortable with the bike. The past week I've been preparing with DT and working on things ready for the GP – it's all going good and I'm looking forward to Valkenswaard.

I had a relaxing day of golf last week – I hadn't played for over a month so I was expecting the worst but actually played good. I normally take a buggy as my ankle hurts the next day but they didn't have one. Bummer! It wasn't too bad in the end though.

Spring is here so it was time for me to get out in the garden and show it some love. I've already had Geoff Walker ripping into me about last month's column – it's a monthly thing with him. I just put some lawn feed down the other day – I treat my lawn as I treat Jodie. I love and care for it, I show it respect and no-one touches the lawn but me! Ha ha – is that enough ammo for you Godfrey?

My dad was down over the Easter weekend and the Monday after Canada Heights I did a bit of clay pigeon shooting with him. He shoots a fair bit and apparently one of the best shooting grounds in the country is right by my house so he says. It was still a bit cold but I had a pop and hit some clays. He was leaving to go back to Scotland from there but on the way in he picked up a puncture so we had to whip the spare on before he left. Then I went back home and tucked into a nice roast dinner that Jodie had ready (go on Wakker – do your worst)...

Well that wraps up another month – keep the cable tight and roll on the GPs. Braaap!

JP O'Connell
#7

MX1



NEW FOX
AIRLINE KITS



NEW FOX
RACE FRAME



FOX
BLITZ SHORTS



FOX
BOARD SHORTS



FOX
SUNGLASSES



FOX RACING
FOOTWEAR



FOX
CARGO SHORTS



FOX BLITZ
RIDE SHORTS



FOX RAMPAGE
HELMET



Join our mailing list for **10% off** visit **www.mx1.co.uk**



FOX
MEN'S TEES



FOX
GIRL'S TEES



FOX
GOGGLES



FOX
HATS



FOX
HOODYS



FOX
BAGS



ALPINE STARS
CLOTHING



TEAM CLOTHING
NOW IN STOCK



ACTION
CAMERAS



FOX
VAN DECAL



FREE
WHEN YOU
SPEND OVER
£60

Spend over £60 online and get a **FREE** 26 inch Fox Van Decal when you enter code DBR at Checkout

Motocross Grand Prix of Great Britain

Mallory Park June 1st 2008

Save on gate prices

by purchasing advance tickets online at

www.ticketmaster.co.uk or via the

UK telephone hotline on 0844 847 2447.

Camping available on site.

Advance ticket sales close on 23rd May 2008,

so order now to make the biggest savings.



www.britishmxgp.com



ULSTER FLY!

IT'S ALL GOING DOWN IN THE EMERALD ISLE AS THE DOMESTIC CHAMPIONSHIP GETS OFF TO A FLYER AT DONEMANA

Words by Stevie Mills Photo by Toby Fuller

Blazing Saddles! That's how to sum up round one of the Ulster championships at the Errigal MC's event at Donemana. The young guns threw down the gauntlet to the established front runners in qualification leaving a general heightened sense of tension in the Premier class paddock.

Gary Gibson headed the table by some two seconds with a rejuvenated Drew Goudy in second place taking the spotlight away from the bookies' favourites. But there's more to winning than putting in one fast lap as both Gibson and Goudy had their fair share of crashes during the MX1 races which hampered their overall placings.

Chambers Sand Pit provided extremely tight racing in every class as many fell foul of on-track incidents due to both the extremely rough nature of the soft, sandy track conditions and the over-confidence and talent-fade of a few riders.

While many Grade C riders did not qualify for the day's racing, it must be said that all the signs are positive for at least the first part of what this new format is trying to achieve. Each and every Grade C rider who qualified has earned his place to ride on Ulster championship day and for the first time ever the 2008 Grade C championship will have real credibility. The Grade C races did not result in the usual mass rush back to the paddock by spectators as in previous seasons and this says it all – it's a championship to be proud of and three separate moto winners is testament to the competitiveness throughout the ranks.

The Semi Experts are a mix of the guys who dominated the Grade C last season, Youth Premier class top runners and the Grade B men who are staying put for another year. As usual this class is awash with upcoming talent and Scott, Fetherston and McCammond came out on top at the end of the day's proceedings.

Not since the days of old has there been such a buzz of anticipation around the Premier class. Coming out of round one it's TM-mounted Stuart Edmunds who heads the points table – Nick Craigie's sponsored rider made a statement by winning the final moto of the day in commanding style.

No longer the Tommy and Wayne MX1 show of last year, having three different race winners in the Premier class has rekindled interest. The formbook went clean out the window as the top three MX1 boys all experienced a turbulent first day back at the office. Wayne Garrett, still not 100 per cent after a big off at the first British championship, carded 1-2-8 for second overall while Tommy Merton, in obvious pain from a broken bone in his hand, toughed it out after a fall first time out to claim a solitary 10th. With the Watt/Rainey Brothers KTM's front wheel disintegrating beneath him in race two Tommy pulled in and for reasons unknown did not go to the line for the final race of the day. Blarney has since been informed by Tommy that he will ride for the remainder of the season under the Watt KTM banner, providing his own transport.

GOMX/JRM racer Mike Sinton's luck also ran out. Having placed a strong fourth in race one, Mike was involved in a racing accident with a fellow rider with the Tandragee man coming off worse for wear. A dislocated shoulder has been diagnosed which puts him on the sidelines for



Marty Barr has come out swinging in the British championship

the forthcoming Ulster championship meeting at his home track in mid April.

Edward Allingham had both the speed and fitness to challenge the MX1 boys in the soft going on his PAR Homes CRF250, proving that if he gates well he can run at the pace for the entire race distance as he confirmed by winning the second moto in fine style. When challenged by fellow race winners Edmunds and Garrett, Allingham dug deep and never gave up.

On the British championship front, Martin has again 'lifted the Barr' (no Stevie, bad Stevie, in your basket Stevie – SL). Early it is and the game is still only a pup – the acid test for Marty will come after the first few GPs sort out the players from the one-lap wonders, guys who simply make the start gate because they are prepared to hang it out for that one qualification lap! Martin is a racer, he can generally start well, his fitness is at an all-time high and he is on the crest of a wave of confidence at the moment. The deep sand of Holland is a test for anyone – will our new GP hope fill the boots of GC?

Team Wulfsport /KTM UK have been stealing global headlines throughout the pre-season internationals and Shaun Simpson looks ready to take on the world. Currently third in the standings behind Barty and Stephen Sword, blitzing to two moto wins at Canada Heights gives notice that Shaun is a contender – well

done all at Team Wulfsport.

Other Irish interest at the British series is somewhat thin on the ground at the moment. As already mentioned, Wayne Garrett crashed hard at round one and is awaiting round three while team-mate Graeme Irwin, although still in his rookie season at this level, gave a great account of himself at Canada Heights and posted 18th fastest time in qualification. Mechanical issues sadly postponed the teenager's first championship points in both races.

Our normally fast-starting Robert Hamilton has yet to make a mark aboard his Pioneer Emberson Yamaha. Having been out for all of 2007 due to a knee rebuild, it will take a while for Hammy's confidence to get back to where it was.

As confirmed in last month's Blarney, the GP of Ireland is at Fairyhouse on the last weekend of August – not Ferry House as I spelled it last month! Sorry if I unintentionally insulted any of you ferries or fairies out there!

From all involved in Irish MX, we were sorry to hear that David Wilde suffered a stroke recently. David has been around MX since when it was scrambling and riders were not afraid of getting their kit dirty. David is a much loved and larger-than-life character around the local paddocks. We all hope to see you back at the races before long my friend...

Stevie
dirtbikerider 19



**SEARLE. ALPINESTARS.
ONE GOAL. ONE VISION.**



The Swedish GP provides unique photo opportunities

SNOW-GO!

FOR THE LAST THREE SEASONS THE WEC'S KICKED OFF IN SWEDEN BUT FOR '09 THE WORLD'S BEST ENDURO RIDERS WILL HEAD FOR SUNNIER CLIMES IN PORTUGAL AND THAT, RECKONS JONTY, IS AN OPPORTUNITY LOST...

Words and photo by Jonty Edmunds

It's a time-worn cliché that a change is as good as a rest and while most of us probably don't give this old chestnut much thought the simple act of doing something different is often the perfect way of revitalising and re-motivating.

For the past three years the opening round of the World Enduro Championship has been exactly that – different. Requiring that the world's best fit their bikes with spiked tyres and compete in near sub-zero conditions, round one of the '06, '07 and '08 WEC has been an event completely unlike all others.

Finding riders who enjoy the Swedish season opener isn't easy. In fact, finding southern European riders that like the event is almost impossible but, despite the general lack of enthusiasm for the event among many riders, the GP of Sweden has done a lot more for the WEC than most realise.

Like all championships it's the opening round that usually attracts the most attention and often the most media coverage. As the world's most prestigious enduro championship the event that starts the WEC series is of huge importance. More so than any other event of the year the first round – no matter where it's held – has to have something about it that makes it stand out from the rest. And make no mistake about it, the GP of Sweden stands out from all other international enduro events like a sore thumb due to its snow-lined special tests and, well, just the fact that it's very, very different.

No other international off-road motorcycle series in the world starts with an event as dynamic as the WEC's Swedish winter enduro. Few rounds of the WEC project such a positive image of our sport due to the event being so unique. While the GP of France will look all but identical to the GP of Italy or the GP of Spain to the untrained eye, the uniqueness of the GP of Sweden has caught the attention of many more than just those interested in the enduro world championship. Visually it's been the best thing that's happened to the WEC in a long while. But it won't be returning in '09.

While no-one knows how good a job the Portuguese organisers that will host the opening round of the '09 series will do when it comes to adding a little something extra to the most important WEC event of next season, it's unlikely it will match the Swedish winter enduro on a number of levels.

One of the most interesting things about the winter enduro is the way in which some riders have allowed the event to get inside their heads and effectively put an early stop to their world championship aspirations. An event that most said couldn't be won by anyone other than a Scandinavian, in '06 David Knight proved that simply wasn't the case as he claimed a deserved victory before going on to dominate the Enduro 3 world championship.

This year's event proved to be every bit as exciting as the previous two. Regarded by many

as the best winter enduro so far, it saw some riders dominate and some struggle while some finally seemed to have got to grips with what it takes to perform well in the snow. It seems fitting that this year the event was won by a Swedish rider on a Swedish bike. Joakim Ljunggren, competing on Husaberg's new forward facing cylinder bike, claimed a popular and well-earned E2 class win. But most interesting this year was the fact that a number of riders that had previously struggled in Sweden seemed to have finally mastered the snow-covered special tests.

When it was announced that the WEC would be starting with a winter enduro many riders were quick to comment that they thought it was 'stupid' and not right for the Scandinavian competitors to be handed such a big early-season advantage. Some continue to complain to this day.

But irrespective of whether the event was easier for Swedes and Finns than it was for Italians and Spaniards, over three years it has highlighted the fact that very few riders have been able to deal with something so different to what they're used to. Yet some non-Scandinavians did manage to overcome it. The Swedish winter enduro offered a unique challenge compared to all other rounds of the series. Those that did perform well showed that like all good enduro riders they were able to adapt. Few riders will need to adapt to conditions at next year's WEC opener in Portugal.

GET THE UNFAIR ADVANTAGE!

S7

SYSTEM SEVEN

TAKING 4 STROKE EXHAUSTS
TO THE MAX



POWER BOOST HEADER

INCREASES POWER FROM STOCK
EXHAUSTS BY UP TO 4HP



CARBON FIBRE WRAP BRACKET

BLACK HARD ALLOY ANODISED BODY

BLEED CHAMBER FRONT CAP
INCREASES HORSEPOWER

S7 MX SYSTEM - 94DB

INCREASES HORSEPOWER THROUGHOUT NEW RANGE

CARBON FIBRE END CAP & BRACKET



CARBON FIBRE END CAP

NEW 94DB SPECIFICALLY DESIGNED SILENCER
FOR ENDURO RACING

DRAMATICALLY INCREASES TORQUE, MORE THROTTLE
RESPONSE AND INCREASES HORSEPOWER

DEP

PRESENTS A FILM BY GARY
PRICE IN ASSOCIATION
WITH CI SPORT



THE NEXT
GENERATION

2

CONTACT CI SPORT!

THE ALL NEW S7 SYSTEMS FROM DEP

MANUFACTURER:
DEP PIPES TEL: +44 (0)1622 765353
WEBSITE: WWW.DEPPIPIPES.COM

UK DISTRIBUTOR:
CI SPORT
TEL: +44 (0)1372 378000

DEP
PIPES
PERFORMANCE ENHANCING PRODUCTS

KENT CRUSADER!

Save the tracks! Local councils are quickly destroying our historic and awesome sport of motocross. Trouble caused by illegal riding is down to a very small minority and motocross riders don't want any trouble, just a place to ride – is that so much to ask?

For example, Riverside MX in Dartford is a track that I regularly ride at. It is completely out of the way from any other built-up area and poses no threat to anybody whatsoever, yet it has just lost a council hearing to stay open and is going to be shut down. I know for a fact that hundreds of people all over Kent use this fantastic track, including local race clubs. There is simply no alternative of the same standard for miles!

The site, as well as being miles from housing, is kept clean to the highest standard and has obeyed all council demands to the letter. The track is groomed well and has a qualified paramedic there every single day it is open – I really cannot see what the problem is!

The Government is swiftly destroying our great sport. Are we really a nation of spineless officials and boring old curtain-twitchers? No! I urge all motocrossers with a spine and who want to keep the fight in this now lifeless country to make a stand and write to your local council demanding that they either keep tracks open or provide us immediately with alternative places to ride before we are forced to take up riding illegally which nobody wants to do.

If you love motocross then make a stand now! Remember, the only real noise pollution is the sound of that rehearsed public bulls**t the council give you!

James, Kent

WHAT WEAPON?

I'm looking to buy a bike but the problem is that I'm new to MX and enduros so can you please advise me? I need something about 400-450cc, maybe enduro, mostly for hills and small mountains that's light, easy to maintain and reliable. I'm 6ft tall and about 14 stone.

Radu, via email

You shouldn't have too much trouble finding an enduro machine to fit the bill. As a rule two-strokes are lighter and easy to maintain and an enduro-specific 250cc stroker – such as a RM250 Paul Eddy replica – would easily have enough power for you. Saying that, an enduro-specific 250 four-stroke would also do the job and with careful regular maintenance would be very reliable.

If you're new to off-road we'd recommend you steer clear of 450 four-strokes until you've got a bit more saddle time under your belt...

JET SET

Do you think I need to alter the jetting if I fit an Akropovic on a Yam 250F 2008? I have tried one on and she's a-poppin' and a-bangin' when you let off the throttle.

Dean, Barnsley

We ran this one past Geoff Walker. "The jetting would need to be richened slightly," reckons Godfrey. "Go up one size on the pilot jet and one size on the main jet for starters. If the bike is a UK model this should be a good start in the right direction."

KNIGHTER JNR 1

I'm interested in doing some enduros in my spare time but as I'm only 15 I don't know what I can ride in comps. At present I have a 250 smoker but people tell me that I can't ride it in comps until I'm 16 and others say 18 so please can you clear up this little problem as I can't wait to get out there in all the trees and mud.

I live in Cornwall and the bike at present has a 19" enduro tyre on it. Can you tell me if I can ride on it or do I have to go and buy a silly 18" one?

Chris, Cornwall

KNIGHTER JNR 2

My name is Louis, I'm 13 years old and I have a KX125 and CRF100 but I don't race yet and I was wondering how old you have to be to race enduros and how could I get started in the sport?

Louis, Tonbridge

For the official verdict on this we fired off an email to Brian George at the ACU who did a little bit of research on our behalf – cheers Brian! The bottom line is that the ACU Trials and Enduro Committee feel the endurance aspect of, er, enduros means they're not really suitable to under 16s whose bodies are still growing and who may, unwittingly, damage their long-term physical development.

Saying that, after talks at Centre level the committee will be discussing the possibility of allowing younger riders to compete in hare and hounds events. Brian also informs us there is no restriction on 18"/19" tyre sizes.

"With regards to 13-year-old Louis," adds Brian, "instead of waiting three years or for the age limit to be reviewed for hare and hounds events why not join an ACU club and have a go at motocross with either machine? A licence application form can be downloaded from the ACU website www.acu.org.uk where he will also be able to find contact details of his nearest club – or give the ACU a call on 01788 566400."



CHEERS M'DEARS

I'm Louise Williams, I'm 19 years old and I live in Bridgend in South Wales. I race motocross and grasstrack nearly every weekend – it is the best thing in my life.

I have been riding now for six years and I have had my fair share of injuries but nothing will stop me from racing. I race in the women's BSMA British championship and also the women's ACU British championship. My local club is Dredgers Laughrne MXC.

The last two years I have done really well at the women's British championships. My record is...

- 2006 BSMA second overall
- 2007 BSMA second overall
- 2007 ACU third overall
- 2008 ACU second overall in the first round

I just want to say a big thank you to my sponsors. They are Steve and Kim from Motopross Racing (Fox). Also a big thank you to Motorex oils, Maxxis tyres and DID chains and, finally, a big thank you to my dad and my main mechanic Kerry Williams!

Louise Williams #144, via email



GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at rant@dirtbikerider.co.uk
All letters/emails must be accompanied by a full address.
Oh and please don't send emails all in capitals. Cheers!

LETTERS WIN PRIZES

Write to Rant, get your letter published and you'll win a one-litre trigger bottle of marvellous bike cleaning fluid Muc-Off. And if we rate your letter highly enough you'll also receive our monthly star prize – this month a pair of Etnies Bernie shoes.



NEXT ISSUE ON SALE MAY 9

SUBSCRIBE ONLINE AT WWW.DIRTBIKERIDER.COM



Suzuki RM125

The hugely-popular DEP series kicks off at Canada Heights this month so it's time to go retro and celebrate all things two-smoke – and what better way than a ring-ding-dinging competition with a 2008 Suzuki RM125 as star prize? Starting in our June issue you'll get the first of three chances to win a brand-new eighth-litre yellow rocketship of your very own to love, cherish and scream the frikkin' nuts off...



EUROPE'S LARGEST

100S OF BRANDS - 1000S OF PRODUCTS - FREE UK DELIVERY - SECURE ONLINE

www.Chain
Reaction
MX.com

thor



Thor Ride Jacket
Our finest riding jacket!
Breathable yet waterproof
for all day riding comfort!
RRP £124.99
CRC £49.99

Thor Hero Goggle
Designed and developed
to offer incredible
comfort and
performance.
RRP £39.99
CRC £34.99

Thor Phase S8 Glove
Designed for riders that
are looking for the perfect
combination of coverage
and flexibility!
RRP £19.99
CRC £17.99



Thor 50/50 Boot
Provides the right amount
of coverage for situations that
don't demand the extensive
coverage of a standard boot.
RRP £39.99
CRC £39.99



Thor Quadrant S7 Boot
Developed and designed for the
serious rider, the Quadrant Boot
redefines what performance is
all about.
RRP £119.99
CRC £99.99



Thor Circuit Gearbag
Our most popular bag,
the Circuit Bag
is the ideal
all-around
gearbag.
RRP £54.99
CRC £49.99



Thor Juice Cap
Genuine Flexfit with mesh
back and (two) applique.
RRP £16.99
CRC £11.99

Thor Mac Zip-Up Hoodie
80% Cotton / 20% poly fleece
pique applique chest logo
and jacquard details, pique
side panels and sleeves.
RRP £39.99
CRC £34.99

Thor Dresden Hoodie
80% Cotton / 20% poly
raglan cut, full length zip,
high density printed chest logo.
RRP £39.99
CRC £34.99

Thor Folton Hoodie
80% cotton / 20% poly
fleece, embroidered chest
logo and pinstripe
hidden pocket.
RRP £29.99
CRC £26.99



Thor Relish Hoodie
80/20 Cotton/poly fleece
with jersey lined hood.
RRP £34.99
CRC £24.99

Thor Dijon Zipped Hoodie
Zip up hoody with reveal window
front logo and jersey lined hood.
RRP £34.99
CRC £19.99

Thor McGrath Hoodie
80/20 cotton/poly fleece pullover
with screen print chest graphic and
kangaroo-style front pockets.
RRP £39.99
CRC £24.99



Thor McGrath Tee
RRP £19.99 CRC £14.99
Thor McGrath Youth Tee
RRP £13.99 CRC £7.99
Thor Pastrana Youth Tee
RRP £13.99 CRC £7.99
Thor Reed Tee
RRP £19.99 CRC £9.99



Thor Caper Jacket
100% cotton twill jacket with
printed accent lining. Front and back
shoulder graphics with
embroidered patch overlay.
RRP £44.99
CRC £19.99

Thor Shatner Polo Shirt
55/45 Cotton/Poly woven
button up shirt with
embroidered front &
back logos.
RRP £39.99
CRC £24.99

Thor Ronin Polo Shirt
Features, 100% cotton jersey,
raglan cut, front and back
embroidered logos.
RRP £24.99
CRC £22.99

Thor Bruno Polo Shirt
Features, 100% cotton jersey,
screen printed chest logo,
woven label on sleeve.
RRP £24.99
CRC £22.99



Thor Ride Pants
The ultimate pant for foul weather
riding in wet and cold conditions.
They are just the right fit over
boots, breathable yet waterproof,
and provide superior protection
in all high wear areas.
RRP £84.99
CRC £29.99



SHOP ONLINE 24/7

www.chainreactionmx.com
Free Delivery on all UK Orders

ONLINE BIKESTORE

ONLINE SHOPPING - AWARD WINNING SERVICE - FREE UK DELIVERY - 100S OF BRANDS - 1000S OF PRODUCTS - FREE UK DELIVERY

NO FEAR

www.chainreactionmx.com



No Fear MX Logo Hoodie
Heavyweight, 100% Cotton, relaxed fit, screenprinted chest logo, fleece lined.
RRP £45.00 CRC £39.99



No Fear Lyon Hoodie
Heavyweight, 100% Cotton, Relaxed fit with drawstrings, screenprinted front.
RRP £45.00 CRC £39.99

No Fear Elm Hoodie
Heavyweight, 100% Cotton, relaxed fit, screenprinted chest logo, fleece lined.
RRP £45.00 CRC £39.99



No Fear Stardust Long Sleeve Tee
Smaller No Fear logo, screen printed on the front. Machine washable.
100% cotton RRP £25.00 CRC £19.99

No Fear Bad Rep Long Sleeve Tee
100% cotton long sleeve tee featuring contrast forelock stitching and screenprinted No Fear logo.
RRP £25.00 CRC £19.99



No Fear Blue View Tee 07
Heavyweight, 100% Cotton, Screen printed graphics.
RRP £20.00 CRC £14.99

No Fear Regal Tee 07
100% Cotton, relaxed fit, Screen printed graphics.
RRP £17.99 CRC £14.99

No Fear Benjamin Tee 07
100% Cotton, relaxed fit, Screen printed graphics.
RRP £17.99 CRC £14.99



No Fear Golt Jacket
100% Waterproof, taped seams, reflective logo on back, lots of TPR detail, neoprene cuffs, internal hidden pockets, pocket on arm.
RRP £139.00 CRC £119.99

No Fear Quartz Glove
Accordion knuckle for maximum comfort and flexibility, darts palm with ergonomic stitching and light palm padding, tacky rubber foreprint for better control.
RRP £21.00 CRC £17.99

No Fear Combat Glove 08
Aerotech top panel adds breathability, Series of light padding enables the hand to function without compromising the foot, air mesh top panel adds breathability and comfort.
RRP £21.00 CRC £17.99



No Fear Cargo Jacket
An affordable enduro jacket which has all the technical features for rough trail riding.
RRP £85.00 CRC £69.99

No Fear Trophon Boots
Highly crafted, masterfully designed boot, providing aluminum buckles and straps provide a precision fit, leather burn guard, for track resistance and grip, Heavy-duty metal toe cap.
RRP £125.00 CRC £109.99



No Fear Outbreak Short
A pair of 100% Cotton casual shorts with an understated casual look for those long summer days.
RRP £20.00 CRC £14.99



No Fear Prime Helmet 06
New shell for 2008, D.O.T approved, venting system, removable and washable liner, extensive detailed graphics.
RRP £95.99 CRC £84.99



No Fear Optimal II Helmet 06
New shell for 2008, allows maximum air flow, removable and washable liner, roof protection.
RRP £115.00 CRC £109.99



No Fear Elektron Pants 07
For the past decade, the Elektron series has incorporated our latest and greatest technology. Perforated full grain leather, knee protection, full mesh liner, strategically positioned panels maximize fit and increase range of motion.
RRP £195.00 CRC £159.99



No Fear Spectrum Shorts 06
High quality mesh liner, air mesh panels at waist for airflow, 4 way heavy spandex in saddle and crotch for maximum flexibility, adjustable elastic buckling system.
RRP £55.00 CRC £49.99



Or call our Sales Team
Mon-Fri 9.30am-5.30pm

- 02893 352 976

All prices & descriptions are correct at time of print however prices are subject to change. Please check online for updated prices. We cannot accept liability for genuine mistakes.



HU-I CLOTHING

TEAM REJECTS WESTON T-SHIRT

Looking cool AND doing your bit for a very worthy cause – just two reasons to rush out and buy a HU-I Clothing Team Rejects Weston T-shirt. All profit from sales of these mighty fine moob n' whapper wrappers goes to Leukaemia Research via the efforts of the three keyboard warriors of the apocalypse – that's Si, Stu and Shaggy. Available in a wide choice of colours and sizes from teeny-weeny MR Lee all the way up to mahoosive Dirt McGirt with your choice of name and number on the back, it's what the well-dressed Reject is wearing this season...

Price: £20 inc p&p
Supplier: hu-i.co.uk
Contact: 07841 589862

SPARX HELMETS

D-07

Quality and style shouldn't cost an arm and a leg – or your head for that matter – and the SparX D-07 is right on the money for its mix of top protection, bold looks and budget price tag. Meeting or surpassing ECE 2205 and US DOT standards, it'll protect your noggin in an accident and starting at £49.99 won't break the bank. There's also a Camo lid at £69.99 while the top of the range Special Edition Firestorm and Skullz lids featured here weigh in at £79.99. Available in three youth sizes (with free mouth guard) and adults from XS through to XXL.

Supplier: KBC Europe Ltd
Contact: 01283 763120



SHARK HELMETS

SXR REPLICA

The faster they are the harder they fall so it's no surprise that top riders of the calibre of Cyril Despres and Mike Alessi feel happiest when their heads are encased in a Shark SXR lid. With three shell sizes it's good to know that little nappers aren't simply being padded out and you can remove the inside bit and stick it in the washing machine if it all gets a bit Auntie Betty. Sizes go from XS (53/54) all the way up to XXL (63).

Price: £219.99
Supplier: shark-helmets.com

HAYNES MANUALS

KTM '00 TO '07

Back in the day when two-strokes ruled the roost, hard men fought harder-handling four-strokes in a thumpers-only series sponsored by service and repair manual gods Haynes. Since then technology has moved on, four-strokes have taken over and something called the 'internet' has been made – but Haynes are still keeping it old-school with words, pics and diagrams printed on an amazing substance known as 'paper'. The latest offering from the house of Haynes deals with most things orange (as long as it's a sohc four-stroke) from Y2K to '07 and is essential reading for all Toomer-toting workshop wannabes!

Price: £19.99 plus p&p
Supplier: haynes.co.uk

MOTORSPORT HERO

HELMET CAM

"I hit the big tabletop tapped in fifth!" "I was so far over the bars were dragging!" "Nope, never seen her before in my life!" Men are liars – we have to be because if we weren't A) we'd never impress anyone and B) we'd get caught out a lot. Unfortunately, all those porkie pies means when we actually do something gobsmackingly brilliant no-one believes us. Life's unfair like that – but help is at hand. The Motorsport HERO helmet cam is essential boasting back-up and, what's more, if you need evidence of how good it is (because, being men, we may be lying) hook up to www.yamaha-motor.com/sport/racing/raceCam/08sxRaceCam_home.aspx to see some awesome onboard footage courtesy of Josh Hill.

Price: £134.99
Supplier: X-Treme Video
Contact: 00 33 559438606

THOR

CORE RACEWEAR

Chances are it won't make you ride like him but if you want to be a Chad-a-like in the pits, on the startline or even while sipping a cold one down your local branch of Walkabout then you can make like Speedy Reedy with these limited edition Thor 'Original Gangster' and 'Check Me Out' Core kits. Okay, so snappily entitled they ain't but sweet looking they sure are – and you even get a sew-on butt patch for that proper 'Pro' look. The jersey comes in sizes from S to XXL and the jeans go up in twos from 28" to 38".

Price: Jersey £39.99 Jeans: £129.99
Supplier: Madison
Contact: 0800 1300 598/ultimatepursuits.co.uk

CASIMO GROUP

RACE LAP TIMER

Developed to ease the pressures of lap timing by providing an easy-to-use precision scoring system, the Race Lap Timer Professional TE is a clever wee box that works with or without transponders. Hooked up to a PC the RLT gives XC-type event organisers a wide choice of options to choose from and there's also a MX version in the pipeline.

Supplier: thecasimogroup.co.uk



GRAF-FIX

G
SERIES

£29.95

Available with your choice of background and number colour



R
SERIES

£34.95

Your choice of background, number and outline colour. Rider or company name included on the front plate



F
SERIES

£39.95

Factor look number plates with a choice of background and number colour, plus rider or company name included on the front plate



X
SERIES

£44.95

Factor look number plates with a choice of background and number colour, plus rider or company name included on the front plate. Also includes airbox decal with a choice of upto 3 logos



Relentless

Replica 2008 Team Kit - Personalise with your name and number.
Kit includes - Rad shrouds, number plates, front and rear fender, swing arms and upper and lower fork guards.



£139.99

Privateer Kit - One of many templated kits available to customise with your logos, name and number. Check out our website for more designs.



£139.99



Neck Brace Decal Kits from **£29.99**



Shirt Printing from **£15**



Sticker Accessories from **£9.99**

0845 634 4650

WWW.GRAF-FIX.CO.UK

*Billy – minus kilt –
stops traffic in his
native Edinburgh*





YIN AND YANG!

BILLY MACKENZIE CAN BE WARM, FRIENDLY AND OUT-GOING BUT HE CAN ALSO BE COLD, SULLEN AND INTROVERTED AND IT IS PRECISELY THIS CONTRADICTION – THE ICE AND THE FIRE – THAT MAKES HIM ONE OF THE MOST EXCITING, TALKED-ABOUT RIDERS IN THE WORLD...

Words by Adam Wheeler Photos by Andrew Ferguson

Like plenty of people and certainly the elite of professional sportsmen, Billy MacKenzie can be a complicated character. There are contradictions that add a bit of spice to his personality. His moods and demeanour are conditioned by his profession and the mental and physical demands that it requires. He can be prickly and introverted but then gregarious and thoughtful from one practice session or training moto to the next.

For our telephone conversation this particular evening Billy sounds on the fringe of lethargy but he's clearly enthusiastic about how his preparations are going for arguably his most important year to-date. The '07 move from MX2 to MX1 was mainly successful, his '08 team transition from a works Kawasaki to the factory CAS Honda has so far been butter-smooth with four wins from four starts in the British

championship and he now stands shoulder-to-shoulder with the best 450cc riders in the world.

Billy has never needed a reason to chat. It's not that he likes the sound of his own voice (well, maybe a little bit) but rather he usually feels like he has something to say or a viewpoint to contribute. Over the course of our conversation we tackle his MX1 graduation, his surprising change of team, his move back to his father's abode in Edinburgh from Southampton, his outspoken views on the British GP and his new-found infatuation with the US of A after a month working in Florida.

It's this willingness to engage in dialogue – in contrast to the lukewarm offerings by peers such as Ramon, De Dycker and Leok – that makes him such a popular fixture for media in the world championship paddock.

>>

profile

Billy's CAS Honda suits him "down to the ground"...



YIN AND YA



In previous years it didn't take much to provoke Mackenzie into the kind of comment that he eloquently claims once characterised him as a "gobsh*te". His fiery past and reckless abandon with the media are well-documented and he freely talks about the stage in which he "acted or spoke first and thought later".

Still, we decide it's best to head to safer ground – namely his career ascension after injury and sickness-ravaged years to his current status as our only works rider in the premier class, a reigning British champion and the first British winner of a MX1 GP.

DBR: Do you think you are a popular racer?

BM: "I think my results have helped me become a popular racer in recent years, 'growing up' helped as well. I learned to enjoy racing instead of looking at it in such an aggressive manner. I enjoy people coming up to the awning and mix with the other riders a bit more instead of hating them because I want to beat them."

DBR: Getting to Kawasaki was a dream – a works ride – and the company really took you to their heart after the Sugo win. It must have taken a lot of courage to walk away from that. After all, CAS is only your third team in eight years of GP racing...

BM: "It was such a difficult decision and I had a lot of people steering me towards Kawasaki because it was the works team. CAS approached me and showed me what they had and their track record is excellent. The link with Honda and HRC for me was also important. It was a good deal and everything they had to offer made my life easier and better for me to concentrate on racing."

DBR: Do you think you need arrogance to be a successful sportsman?

BM: "No, I don't think you need it. When you are doing well and feeling great something like arrogance can come out. We are competitors and it is kind of like a mind game as well. If I come out with something that might be arrogant then it is always with a 'smiley' on the end."

DBR: Without re-hashing what you've already said, what's going on with your British GP stance? It seems like the powers behind the 2008 incarnation have thought things through for Mallory Park. Why the vitriol?

BM: "Ah man. I don't want to drill it into the ground any more. It is Mallory Park! It will be a flat supercross track. At least there was some slight elevation at Donington and even then the fans weren't that happy. I am sick of changing tracks. British riders should be able to ride somewhere regularly so that when the GP comes around we can kick ass. Every year it has been somewhere different. I think we had an awesome venue at Matterley and there are places it can be taken without building yet another new circuit."

DBR: You are keeping open-minded though? You can't close the book on the British GP?

BM: "No, I could never do that. I will do my best there and enjoy it and I will be happy to be

proved wrong if that's the case.

"I just hope that the fans can come and get a good show. For us if the crowd is not there and doesn't want to support it then it is boring for us. There is no better atmosphere than at a packed British GP."

DBR: Why should you be considered more of a threat in 2008? There is an opinion that your results and form hit peaks and troughs.

BM: "I have thought about that a lot and I think I have figured out the reason why I have started off so well this year. In 2007 I altered my style and I was very smooth – it was like I had to slow down to go fast. I had some good consistent results after Japan. Looking back at videos I was riding the Kawasaki smoothly because I had so much power to do so."

"This year I have jumped on the Honda and with it being so nimble and suiting me down to the ground there has been a big change. I feel like I can do things with it that I couldn't with the Kawasaki. Part of the good feeling I have is also down to a decent winter of training and that month in America. Those are two important elements that have contributed to the package. I am faster than I was last year and I think I have matured as a rider because I am having more fun on the bike – that is the main reason that other GP riders should worry about me."

DBR: You maybe didn't get enough credit for showing your versatility as a rider in 2007 and refining your style to suit the bike and the class...

BM: "Yeah, I still think that I did not do too badly for my first year in MX1. Before the season I looked at videos and thought 'why does Everts win so many races?'. Obviously he is special and his riding style is so fluid and perfect so I tried to get that style down and get something similar that might work for me. It did not come overnight but I think I got pretty close sometimes in the six months I had riding and training."

"On the MX1 bike whatever power I want can be delivered. With the MX2 machine we could not get any more because it was just a 250 at the end of the day. I learnt a lot in 2007, especially about me and the bike. Coming to Honda I think that the things I have learnt, combined with the bike being so nice to ride, means that I have been able to add some parts of my old style back and so far the mixture is suiting me very well."

DBR: Last year was a big deal because you had to prove you could cut it in MX1. Now for 2008 you have to raise your game – on another bike – and show you are here for keeps and can be a genuine challenger...

BM: "I understand that people are seeing this as my year and I am also looking at it like that. I think people saw the potential I had on the Kawasaki and even though there might have been a question mark over me with the change of bikes I believe I have already shown that won't be a problem. I don't want to get into that mode of predicting or expecting results, I am keeping the same approach that I have now and that is to have a blast every time I am out on the bike."

DBR: So how is it being back home in Scotland?

BM: "It's great. I have plenty of routes for running and the CAS boys are on their way up here at the moment because there seem to be so many tracks about. Johnny [Douglas Hamilton, Billy's track designing mate] has been going a bit mad recently – I think he is looking to make a comeback with track design. I can ride with Bryan [his Brit championship-riding cousin] and train with him every day and we have a good little crew. I'm more relaxed and it seems to be working. It is cool to return to my old lifestyle where it is bikes and nothing else."

DBR: Do you miss living in southern England?

BM: "Some parts yes, although I didn't have a reason to be down there anymore – especially now I am single. At the time I made an effort to get out and about and learn of the area I was living in. I was always looking for new people because I was a bit bored down there on my own sometimes. All I am doing here is focussing on my racing. My downtime is now a lot easier because I know what I can do instead of having to look for something or sitting on my own. I know the best shops, best places to eat or where to hang out, what time my friends finish work and things like that. I have my comforts in Edinburgh."

DBR: Do you feel a bit more 'Scottish' being based in Edinburgh again?

BM: "Not really. I love this city but it's not like I go out wearing a kilt every day."

DBR: But living with your dad could be considered a bit geeky for a 23-year-old...

BM: "Well I have invested in property and I have my own house but it was just too expensive! It was insane how much it costs to live by yourself. I was over the whole novelty very quickly and I was hardly ever there because I was always away racing. My dad had a loft extension and I claimed the top part of the house. We chip into things together and I helped with the decorating. My dad still loves the bikes and I think he is enjoying the fact that I am home as well."

"It is totally geeky – I agree – but I can only see myself moving out again if I find a nice girl to share with! There is no point being a geeky bachelor. I hated that feeling of walking into a silent house with all the lights off. My brother still lives at home and my dad's girlfriend moved in the other day so it's like happy families here."



WWW.DIRTBIKEBITZ.COM

Order Hotlines:
08707 669951
08707 669952

RIDE LIKE YOUR HERO



CAIROLI 222

AIROH 'TONY GOLD' LIMITED EDITION
AIROH ARE ONLY MAKING 2222 CAIROLI
HELMETS, THATS JUST 2222 WORLDWIDE!

EACH HELMET WILL BE INDIVIDUALLY NUMBERED, BUT UNFORTUNATELY
NUMBER 222 WILL NOT BE RELEASED AS CAIROLI IS HAVING THAT ONE
HIMSELF!

DUE IN WITH US IN MARCH, WE HAVE 100 OF THE 235 ALLOCATED TO
THE UK. SO IF YOU WANT ONE, A NON REFUNDABLE DEPOSIT OF 19.99
WILL SECURE YOURS!



COPPINS
SEARLE
RATTRAY
PHILIPPAERTS



COPPINS 06

SEARLE 02

IN STOCK



RATTRAY 16

PHILIPPAERTS 19

2 MALLARD BUILDINGS NORTHNEY MARINA HAYLING ISLAND HAMPSHIRE PO11 0NH





AMERICAN MAC?

BILLY'S US DREAM...

To hear Billy's recent talk and fascination with America is quite disheartening. No-one would blame a rider for shaking the hand that offers a million dollars (even with the lousy exchange rate and lofty US taxes) but supercross carries some harsh physical penalties – just ask James Stewart – and deserting the scene that's been good to a rider for all of his career almost seems like a two-fingered salute to the fans.

We put it to Billy that his departure may well leave him out-of-sight and out-of-mind plus isn't the average motocross fan simply fed up with hearing about riders wanting to disembark to the US?

DBR: Are you bored with GP racing?

BM: "No! I am quite looking forward to it this year actually."

DBR: Then why all the overtures to America recently?

BM: "I just love the weather [laughs]. I have gone 'on' about it enough but everything is so easy out there. It seems that everything is on your doorstep for riding and generally it was very relaxed. I had visited America before but not experienced it like that. It is only when you come back to traffic, political correctness, politicians and environmentalists who want to banish our sport that you realise what a f**king waste it all is. People actually seem to want to be 'for' motocross and 'for' motorsport in the America."

DBR: Have you thought about it in terms of your career? There is a swing towards supercross for some of the big names...

BM: "Mike Brown said to me that if you can race a bike then you can learn supercross and it isn't worth worrying about. With the confidence I have on the bike at the moment I feel like I could do it. I could learn it like everyone else has."

DBR: There are plenty of people who tried to learn supercross but ended up regulars in ER – and we don't mean the TV show...

BM: "You're right. There are people who are more motocross or more supercross but if you can find that middle ground where you can adapt to both then you're laughing. I feel that I am one of those riders who can do it if I put my mind to it. I think about things and I have good technique on the bike."

DBR: Do you think long-term or take each year as it comes?

BM: "I take it season-by-season, in fact this CAS deal is my first with two years. I think after three years I will be in America. It is always hard to be totally sure because anything could happen. I know that after motocross I hope to have made enough money so that I don't have to work and I intend to take-off, travel and see as much of the world. I might end up staying in a totally different place."

DBR: Do you think all this talk about America might alienate some of your fans? Those that don't really care for the US? Maybe there is a sense this will affect Tommy Searle and the interest in him as he has stated that he's keen to get away come the final GP...

BM: "I know what you mean but I think the British fans will back a British rider wherever he goes. People might be disappointed that Tommy is not racing in Britain but they will support him at the GPs and I'm sure they understand his motives. I reckon the public would be happy for two British boys to go to America and kick some arse."

DBR: You don't think that attention and affection will just switch to the next Brit coming up closer to home?

BM: "There has not been a British rider who has gone to America and done really well. The fans obviously pay attention to the US because you saw the reaction to the team at the Nations. I think if there were two riders out there getting the results then they would love it. I don't think it would be a bad thing at all. I don't think they would forget about us and I reckon there would be a lot of people checking the internet. I suppose we won't really know until someone gets out there and does the business."

Race to WIN in 2008!

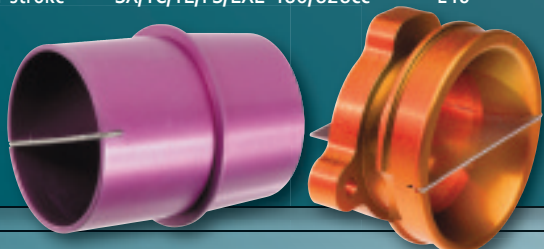


HCR Powerblades

FROM AUTO TO THUMPER CROSS

For all modern motocross, enduro, supermotard and quad machines. World's top selling performance enhancer for your carburettor. Increases bhp at part throttle openings. Available for Honda Husqvarna, Kawasaki, KTM, Suzuki, Yamaha.

50cc	Autos 21mm carb	£34
65cc	KX & SX	£39
85cc	KX/RM/CR/YZ/SX	£49
125cc	KX/RM/CR/YZ/SX/EXE	£59
250cc	KX/RM/CR/YZ/SX	£59
4 stroke	KXF/RMZ/YZF/CRF 250cc	£49
4 stroke	KXF/RMZ/YZF/CRF 450cc	£49
4 stroke	SX/TC/TE/FS/EXE 250cc	£49
4 stroke	SX/TC/TE/FS/EXE 450/525cc	£49



VForce REED VALVES

VForce is the most used reed valve system the world over and is standard fitment in 90% of all GP and Pro-AMA 2 strokes.

The choice of Factory KTM. Fitments for

motocross, enduro, supermotard & quads. Available for Honda

Husqvarna, Kawasaki, KTM, Suzuki, TM, Yamaha.

50cc	SX 50LC	£125
65cc	KX & SX	£125
85cc	KX/RM/CR/YZ/SX	£125
125cc	KX/RM/CR/YZ/SX	£125
250cc	KX/RM/CR/YZ/SX	£125
Quad	200 Blaster	£125
Quad	350 Banshee	£199



33mm Carburettor

For 85cc CR and SX

This carburettor has been heavily modified and includes a billet bell mouth to ensure the retention of very good throttle response while giving a very large benefit in top power and over rev. Winning choice in 85cc class at the BYMX. Available for RM and SX 85cc. All models £449.



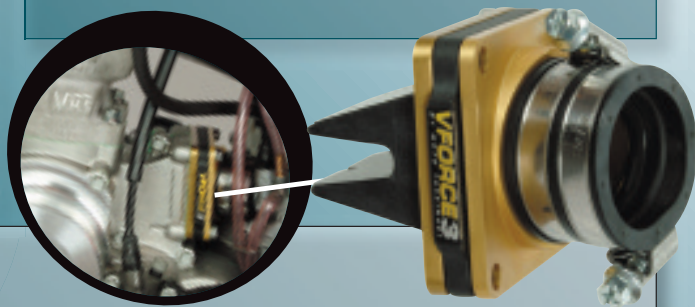
Induction Kit

Devised to improve air velocity which together with a repositioned reed valve will increase horsepower at all rpms and dramatically improve throttle response at low to mid rpm.

KTM SX65/85 2003-2008 £175 including VForce 3

Suzuki RM85 2001-2008 £175 including VForce 3

Induction Kit minus VForce 3 for all models £59



Cylinder Heads

High quality two part cylinder heads designed by Hardcore to ensure maximum on track performance, albeit trackable power for 250cc or maximum mid range for 65cc, 85cc and 125cc. Available for Honda, Kawasaki, KTM, Suzuki, Yamaha.

50cc	SX	£155
65cc	KX & SX	£155
85cc	KX/RM/CR/YZ/SX	£165
125/144cc	KX/RM/CR/YZ/SX	£185
250cc	KX/RM/CR/YZ/SX	£215

We also sell VHM replacement heads. Prices as shown.



HAAN WHEELS

The undisputed champion with 23 world titles to their name, HAAN are the highest quality, most reliable wheel you could ever buy.

Designed individually to suit your machines discs and sprockets. As used by Christophe Pourcel. Available for Honda Husqvarna, Kawasaki, KTM, Suzuki, TM, Yamaha

65cc	SX65	£549
85cc	KX/RM/CR/YZ/SX - SW & BW	£585
125cc	KX/RM/CR/YZ/SX/EXE	£625
250cc	KX/RM/CR/YZ/SX/EXE	£625
4 stroke	KXF/RMZ/CRF/SX/EXC/TC/TE	£625

Colour range includes orange, green, blue, red, silver, black, gold, titanium Enduro wheel size of 18 inch available.

Delivery from stock is overnight, or 7 days from manufacturer.

HGS Exhausts

HGS range of 2 and 4 stroke exhaust systems are renowned the world over for their high performance designed specifically for increasing torque and running with controllable temperatures in deep sandy or muddy conditions.

Available for Honda Husqvarna, Kawasaki, KTM, Suzuki, Yamaha

	Front pipe	Silencer
65cc KX & SX	£178	£85
85cc KX/RM/CR/YZ/SX	£178	£85
125cc KX/RM/CR/YZ/SX	£178	£85
250cc KX/RM/CR/YZ/SX	£212	£95
Complete system for 4 stroke 250/450/525cc		
4 stroke KXF/RMZ/YZF/CRF/SX/TC/TE	£525	
CRF150	£475	

G4+

Fuel Additive

4 stroke fuel additive gives increased:

- ✓ Throttle Response
- ✓ Torque
- ✓ Peak BHP

Suitable for all motorsports £16.95

TREATS
80 litres



RACE RADS

Hardcore is proud to present our latest line up of Race Rads for all makes of motocross and enduro

machines. The range includes a complete replacement set of KTM radiators for the adult SX and EXC range with external cooling hoses and extra efficient radiator cores to reduce running temperatures on 2 and 4 stroke engines from 85cc to 450cc. Instock for most models for next day delivery £199 per radiator.



VERTEX PISTONS

Vertex make a complete range of 2 and 4 stroke race pistons for the off road markets of motocross and enduro, with a reputation for quality second to none.

50/65cc	KX & SX	£38
85cc	KX/RM/CR/YZ/SX	£45
125cc	KX/RM/CR/YZ/SX	£63
250cc	KX/RM/CR/YZ/SX	£75
4 stroke	KXF/RMZ/YZF/CRF/SX	£102
High Compression	KXF/RMZ/YZF/CRF/SX	£114



HIGH EFFICIENCY
**RACE
RADS**

HAAN
Wheels

POWER BLADE

VFORCE
reed valve systems

VHM

HGS
exhaust systems

HARD CORE
HCR
RACING

OZZO
RACING

PRO-CARBON
RACING

MOTUL
MOTOR OIL

01487 813755

www.MXPOWER.org.uk



Shayne – and friends – celebrates his '96 world 500cc crown

KILLER KIWIS!

IN THE LAST TWO DECADES ONLY A HANDFUL OF RIDERS HAVE MADE THE EPIC TREK FROM NEW ZEALAND TO EUROPE IN SEARCH OF GP GLORY BUT WITH FOUR WORLD TITLES TO SHOW FOR THEIR TRAVELS QUALITY'S CERTAINLY BETTER THAN QUANTITY

Words and photos by [ALEX HODGKINSON](#)

You could count the number of GP riders from New Zealand during the first 36 years of world championship competition on the fingers of one hand but the last two decades have seen Kiwis land four world titles, five silver medals and a host of admirers around the globe!

It's a long way from New Zealand to Europe – a 24-hour flight should do it – and less than two dozen Kiwis have made the journey in search of world glory since their first Nations appearance in 1988. But what quality! The King brothers, Josh Coppins, Ben Townley and Kathi Prumm have created a legend to match the oval track successes of their compatriots Ronnie Moore, Barry Briggs and Ivan Mauger who won 12 world speedway titles between them from 1954 to 1979.

It was at Villars-sous-Écot in September 1988 that the Kiwis started their path to glory. Darryll King had actually come over that spring to race the 250 GPs, took an 11th in moto one at Salindres in southern France and then broke his leg in moto two. The return that autumn for the MXdN was more like a club outing. The teenage trio of DK, younger brother Shayne and Darryl Atkins were all racing for John Peters back in NZ (that's him on the left of the team shot and the world owes him a great debt for bringing the boys over to France). They didn't star – they each spent far too much time crashing their brains out for that – but they got noticed.

Shayne was actually the first one back but two DNFs the following spring were not enough to justify contesting a full series. Atkins however started to carve out a name in internationals and supercross over the next few years along with his first score in the French 125 of 1991.

Perhaps Darryll King, still making an artisan living on the US supremoto scene, could have been the first big Kiwi – indeed he advanced to top 10 finishes the next two summers – but a car crash in early 1994 when only a multiple hour operation saved his right arm from amputation devastated his hopes. That he returned at all is a tribute to Darryll's character as surgeons had told him he might struggle even to lift a glass of water again but any idea of success at the highest level was buried.

And 1991 was also the year DK came back again and got on the scorechart in the 500 GP at Castelnau but the reality of Europe sunk in a fortnight later when he DNF'd in the bottomless sand of Norg in Holland and it was mid '92 – again in France – that DK, wife-to-be Darlene and buddy Paul Trevathan as mechanic hit the trail with a small van, a second-hand bike and the open friendliness



DK finished fifth in the world in Y2K

.ZELANDE



special feature

Team NZ made their debut at the '88 MXdN with, from left, John Peters, Darryl King, Darryl Atkins and Shayne King



which has so typified all of the Kiwis.

Life was hard, they were living on the breadline and DK only broke top 10 once – at Namur – but he had qualified in sand at Valkenswaard and was back for a full season in '93 with a bang. This was the time GPs ran three motos and Darryll romped home the winner in the final race at Sittendorf in Austria as a genuine privateer. He didn't even get his Kwacker from an importer but at least it was prepared by legendary tuner Johan Luyten. DK was now on his way and finished the year with a sixth placed ranking.

A broken leg disrupted the winter and a crummy deal with a Belgian Honda team saw 1994 start disastrously but he had turned it round with a mid-summer moto win at Blargies after returning to Kawasaki before the next setback when the crank snapped on a downhill in race two and DK was in traction for the rest of the summer with two compressed vertebrae.

Brother Shayne had joined DK on the big bike trail that summer after an unsuccessful flirtation with the 125s the previous year and won a moto at the opening Swiss GP before injury wrecked his season. But both brothers established themselves firmly in the world top 10 the next year

and were joined by youngest brother Damien for 1996.

Damien, who had the unlikely distinction in 2006 and 2007 of winning the NZ 125 and Vet titles in the same year, never quite cut the ice on the world stage but, like Atkins, he too suffered serious injury early in his career over here. Otherwise who knows?

But back to '96. Smets was the defending champion but the Kings took command. With a season on the 386 KTM behind him, Shayne knew what the bike could do. After a double win at the GP opener in Italy he never looked back and clinched New Zealand's first title at Gaildorf in Germany that September, the day before his 26th birthday. Two years before Shayne had told me "I set out to be champion by the time I'm 25" – he'd made it with a day to spare (thanks to it being a leap year!)

DK had run his brother head-on for half the summer before a broken thumb ended his hopes and the following summer he had gone four-stroke with Husqvarna. At first Darryll struggled to adapt but in late summer '97 and early '98 he was imperious, winning four GPs out of six before Italian development stagnated and they were hauled back in by Yamaha and Husaberg.

DK was second in the world both years but his final two seasons in >>



Josh goes bar-to-bar with Everts at the British GP on the Isle of Wight in '05



Coppins heads to victory in Sweden in 2005



Victory in '04 was almost a formality for Ben Townley

Europe never quite reached these peaks although he did race the entire Y2K season for fifth in the world and that was coming back from another broken back. There was no motorway link to Teutschenthal back then and Darlene drove DK back to Belgium overnight after a big crash in race two before they consulted the medics. "My neck felt stiff and I went round to see Jan Spooren to crack it. I was on the table when he said 'no, first get an X-ray'." T6 was broken and DK spent the rest of the summer wearing that eerie cage to support his neck.

Shayne also went four-stroke in '99, earning KTM their first four-banger win at Schwanenstadt. But sales division wanted someone to promote the bike on the US market the following year. It was a losing battle against the two-strokes on SX-style tracks at the time and, his contract not renewed after a moderate return to the GPs in 2001, Shayne followed big brother back home at the end of the year. But not into retirement!

Between them the King brothers dominated the NZ and Australian scene for another five years before finally quitting the main stage. DK installed swimming pools for a time but is now back in the sport as manager for the Subway Yamaha team which runs Kathi Prumm while Shayne and his charming wife Yvette have set up a successful importer business for Alpinestars, One Industries and No Fear. DK also has a smaller sideline importing the Leatt neck brace which, in view of his own experiences, is pretty fitting.

As one Kiwi generation quit the highest echelons of GP motocross at the turn of the millennium, the next one was moving in.

Josh Coppins had first come over in 1995, taking out a loan from his dad to lease the previous year's factory Suzukis. A belated point in his first moto, after fuel infringements saw Jocke Karlsson excluded, was one of only three scores that summer on his way to 41st in the world and it was a long, hard grind to the top. Josh was the third wheel in the Geboers camp for four seasons before he finally got his chance in 1999 by destroying full-factory men Brian Jorgensen and Leon Giesbers.

With the number seven plate bolted on he advanced to an effective number two to Pichon in Y2K, even disputing the win with Gordon Crockard and Paul Cooper at Grobbendonk on the day Pichon bounced out of the title chase. After one more year as lieutenant to the Frenchman it was time to move on and in 2002 Josh advanced to the status of main challenger on Honda despite the distractions of ludicrous drugs allegations (after he had used an alternative hay fever cure) and a rogue Italian team which was not paying its bills – or its riders!

Josh was no pampered rich kid. He had paid his apprenticeship and needed to be earning money to pay the rent. Mid-season his manager Ian Miles set up a bank trust for all of the Berni team sponsors – including Honda – to pay in their still outstanding financial commitments and it was divided up among the staff. It was the only cash some of them had seen in two years!

The following season should have belonged to Josh but his preparations Stateside went all wrong. A mangled foot – Josh will walk with a limp for the rest of his life – almost ended his career but by

>>

*DK hammers by a packed
Chalet du Monument at
Namur in Y2K*



*Kathi Prumm claimed the
women's world crown for
Molson Kawasaki two years
on the trot*

STELT
searle



STELT
torn



STELT
phil



STELT
king



RUNNER
joke

Airoh

"MX2 is tough, as hard as it gets, constant jarring and jolting putting loads of strain and stress on your neck, you're right at the limit for forty minutes at a stretch. I give it everything – so I expect my equipment to give me everything too. That's why I go for Airoh Stelt, Possibly the lightest MX helmet in the world, and really comfortable too.

I forget I'm wearing it –
I just get on with the job."

Tommy Searle

Top British rider, MX2 Championship



Airoh

FOR THE FULL AIROH RANGE VISIT **feridax**.COM

SECRETINGREDIENT

COPPINS ON KIWIS >>

"I don't know what makes us so good – just determination I guess and, coming from the other side of the world, having to make it work. I think it's in the upbringing too – the never-say-die, hard-work-prevails mentality.

"I think we all went through hard times when we first came over. Nobody was standing in line waiting to help a Kiwi like they do with the Americans and if you get through those hard times then you're good enough to go all the way to the top.

"There's never been a lot of Kiwis coming over, it's not like SA where another 10 come to Europe every year. And when you get here you can't go home for tea. It's just a 12-hour overnight flight with no time change to SA but New Zealand is 24 hours in the air and a 12-hour time change. It just wrecks you and takes a week to get over it.

"Yeah, we've all had some pretty gruesome injuries. When you're pushing to the limits there has to be some time when you're going to get hurt but if you don't push the limits you're never going to reach the top."



Words of wisdom for Kathi from BT in '05



Josh shows off with a heel-clicker in '99...



The MX2 title under his belt, Ben moved up a class for '05 and made his presence felt



...and DK shows off the result of another crash



JC and BT - #1!

BT and fans in '04

mid-summer he was back and facing another hurdle. Four-strokes had taken over and with them came Everts and Smets into the combined MXGP class.

But again that Kiwi determination prevailed! Race by race Josh got closer until by the second half of 2005 he had the measure of Everts and only his deficits from the first half of the year kept him at world number two. Moving into '06 and Coppins was looking very much the man to spoil Everts' swansong season until he struck a post in training and missed a third of the championship. But the Kiwi returned to be the only man to defeat the all-conquering Everts all year in a stunning Desertrmartin GP.

Last season is too recent to need detailing here as Josh, Everts' successor at Yamaha, swept to a 107-point lead before a severed rear brake line left him with a broken shoulder blade. Josh deserves a title but so too did DK in the '90s. This summer will tell.

GP Kiwis may be few but they are close and it was in 2001 that a new kid moved into Josh's spare bedroom in Belgium. Ben Townley was, in his own words, "the fat kid with a big heart" but he also had skill. Ben and Tommy Searle are in the same mould – fighters who learn by every mistake – and, in his five seasons in Europe, BT became the best-liked and most respected youngster in the sport.

In 2002 Ben was riding for Vangani in that awesome team with Rattray and Leok, advancing from rookie to GP winner (in Sweden with a pass on the factory KTM of Steve Ramon), not to mention a series of torrid battles with Sandro Puzar and eventual champion Mickael Maschio. He ended the season with a runaway in Moscow – until he was whistled back by KTM for the title-chasing Ramon in their vain attempt to deprive Maschio

of the title – and went into '03 as hot favourite.

But again injury took a hand in drowning Kiwi hopes when a broken wrist was badly set by US surgeons. Only back on a bike for a couple of days, Ben finished fourth in the heavy Valkenswaard sand but declared within minutes "if I can only finish fourth I'm wasting my time – I'm going to get it rebroken and set again". Returning mid-season, Ben was the only rider in any class to challenge Everts for number of race wins, a performance which started their friendship forged through mutual respect.

The '04 title was almost a formality with Ben winning virtually every moto the development KTM held together for and his short MX1 career in '05 was also sensational as Ben, a class rookie, took on and occasionally even beat the established stars before heading for the States and yet more wins and yet more injuries.

But just as BT prepared to leave the GP scene in '05 another hot NZ prospect arrived. Kathi Prumm was born in SA but she had moved to New Zealand with her family as a kid and done all of her racing there. She didn't win the inaugural Women's World Cup but second at 16 wasn't bad and KP has gone on to dominate the last two editions.

Her performance at Lierop last year, where she qualified on the same second as the back of MX2 and several seconds up on the other girls, showed just how determined Kathi is. But she too has not avoided the Kiwi injury curse having sat out most of the spell between her first and second titles with a compressed T9 vertebrae in her back.

This winter Kathi finished seventh against the boys in the NZ MX2 championship and starts hot favourite for the world title. The Kiwi success train of the last 20 years just keeps rolling on...

WHO'S THAT GUY?

Words and photos by Sully/GMC

IT'S NOT OFTEN A TEAM CAN SNEAK A TOP-10 CONTENDER INTO THE MAXXIS BRITISH MOTOCROSS CHAMPIONSHIP WITHOUT ANYONE NOTICING BUT THAT'S WHAT THE NIGEL ARNOLD RACING TEAM APPEAR TO HAVE DONE WITH THEIR NKOTB – THAT'S NEW KIWI ON THE BLOCK – MICHAEL PHILLIPS



With riders wearing new kit and quite often riding new bikes, the first race of a new season can be a bit of a nightmare – especially if you're too chuffing financially frigid to fork out five quid for an official programme to figure out who's who, what's what and whatnot.

And round one of this year's Maxxis British championship was no different with James Noble back on a KTM after an age with Honda, Mark Jones and new ARB Tuning team-mate Jamie Lewis looking pretty much exactly the same, Danny – and most probably when he's back from injury, Jody – Smyth not wearing Shift kit for the first time in a long time and then there was that #49 kid on the 450 KTM. Nobody had a fricking

clue who he was or where he'd come from!

So rather than suffer sleepless nights wondering who the hell he was, the smart thing to do was get the lowdown on numero 49 straight from the horse's mouth...

"I'm from Rotorua in New Zealand and I'm the reigning 250cc New Zealand motocross champion," explains 21-year-old Michael Phillips when I finally track him down. "I've been racing in Australia for the last four seasons and last year was probably my best year over there with fifth overall in the Pro Lites championship."

But that doesn't quite explain how he ended up in Europe. "I'd been looking for a ride in Australia but all the teams kind of looked past me at the younger riders I guess so I had to start



TEAM TALK...

NIGEL ARNOLD RACING >>

Formed in 2006, the Nigel Arnold Racing team was originally a Suzuki-sponsored outfit running Steven Heighton and Peter Wigglesworth in the MX1 British championship. Owned and operated by former World Supersport and Superbike championship rider Aussie Nigel Arnold, the team joined forces with KTM for 2007 and hasn't looked back.

"We've got a good deal going with Troy Corser, KTM and Robinson's of Rochdale and a couple of great riders with Michael and Kristian Whatley – who are both top 10 riders – and the plan is to go world championship racing just as soon as we can," explains Nigel. "Next year would be good but we'll have to wait and see how things come together."



looking elsewhere. A good friend of mine – Cody Mackie – had been offered a ride by the Nigel Arnold team in the UK but he wasn't really into it and so he passed the number on to me but by the time I'd called Nigel the team was full. Luckily for me a few weeks or so later Nigel called me back and said 'do you want to ride a 450 for me?' so I jumped at the chance and here I am."

Arriving in the UK with mechanic Tommy just days before the first round of the British Open championship at Little Silver in deepest Devon left Michael with hardly any time to bond with the new bike. "I'd only ever ridden a 250F back in Australia and New Zealand so coming across here and jumping straight onto a 450 was a bit of an eye opener. The first day I went riding with

Nigel he took me to a deep sand track and I must have crashed something like three or four times in the first few laps – he must have been wondering what he'd got himself into right there."

Luckily things went better at the MMX race itself with Phillips finishing sixth overall with a 12-4 scorecard and by the time Donington came around he was ready to rip and spent most of the day battling with seasoned Maxxis championship veterans Wayne Smith and Mark Hucklebridge among others.

"I think eighth overall was a reasonable result in a field of that class. I was also happy that I didn't crash big on the 450 – I was a little nervous with it only being my second race on it – and I was a little disappointed with my fitness.

But I know where I'm at now and I can only get better.

"The track at Donington was pretty good and it's the first time I've raced somewhere that it's possible to pass someone without having to hit them. Australian and New Zealand tracks are good but they're quite small and tight in comparison.

"Everything's a lot closer here and I'm loving the fact that I don't have to drive 10 hours to get from city to city. The weather's not so good though, I'd normally be lapping up all the sunshine at this time of year so to be over here in the rain and snow is a bit of a shock to the system. Aside from the cold I like being here though – it was a good move."

?



The sole U.K. IMPORTER of



Plastic kits £79.99

includes: front fender, rear fender, side panels, radiator scoops, front number plate



Universal Claw handguards £21.99



Mud
Scraper
£4.99

Fork seal
Savers
£9.49

Starting Devices

£69.99

or all bikes in all colours



Fire Fly Head

Light £39.99



Buy online on our NEW WEBSITE





Best quality available,
colour match and fitting, all
in stock for next day delivery



Fork
Guards
from £13.99



Chain guide
sets from
£20.99



Fire Fly Twin Head

Light £34.99

Motocross Plastics

Honda 2000-08

50, 85, 125, 250, 450cc

■ Black • White • Red or STD

Husqvarna 2000-08

Two Stroke

Husqvarna 2005-08

Four Stroke

Kawasaki 2000-08

65, 80, 85, 110, 125, 250, 450cc

■ White • Black • Green • Flo Green • STD or Pro Monster

KTM 2000-08

65, 80, 125, 200, 250, 450cc

■ Black • Orange • White or STD

Suzuki 2000-08

65, 85, 125, 250, 450cc

■ Black • White • Yellow or STD

Suzuki 2000-08

85, 125, 250, 450cc

■ Black • White • Blue • Yellow or STD

...also

Honda CRFX 250, 450cc

Husqvarna TCE 250, 450cc

Kawasaki KDX/KLX

KTM EXC, Suzuki DRX

Yamaha WR/WRP

PLASTICS BACK TO 1987



Call: 01935 429 646

Fax: 01935 431 271

www.mdracingproducts.co.uk

EMAIL: SALES@MDRACINGPRODUCTS.CO.UK



Last season was not a great one for Tanel Leok but he's shooting for the top in '08



GOING THE DISTANCE!

LAST YEAR HE WAS THE MAN TO BEAT WHEN IT CAME TO A SINGLE BALLS-OUT, BANZAI LAP BUT BAD STARTS AND DNFS PUSHED TANEL LEOK DOWN THE RANKINGS...

He was the MX1 King of Pole – five times the fastest man in the flying lap qualification – but Tanel Leok, the 22-year-old Estonian who served his apprenticeship with Vangani and Suzuki and Kawasaki, didn't take a single win, only landed the number eight plate and was even restricted to just three podium visits through 2007.

So what went wrong for the man who through the first half of 2006 has been the strongest challenger to the Stefan Everts victory roll?

"Bad starts and five DNFS. Sometimes I crashed but other times something happened with the bike, like the race in Portugal when I was battling for the lead and a stone broke the radiator. S**t happens. Like sometimes you can crash and get back on but when I crashed something broke and I couldn't finish the races. That lost me lots of points. The bike's good, it was just silly thing like in Japan where the fuel started boiling. It shouldn't happen but it does even in the best teams.

"And of course we had a problem with the starts but at the end of the year we figured out what was wrong. We changed some settings on

the bike and it was much better but don't ask me what we changed, I'm not telling."

Was it difficult to keep focused when something was happening every week? "No, I just kept my head down. I knew I was fast enough and the bad run had to come to an end sometime. I was still putting all the work in, so was the team and we had to turn the corner sometime.

"I was happy with my speed and that is the most important thing – you can find a solution to everything else but if you're not fast enough you're not going to change that. My poles proved that I had the speed and my endurance was also not a problem. Like in France I came from 20th to third so I knew that if I could start near the front I would be okay.

"And if I try to take something positive out of it too. Everyone gets a bad start sometime and I know that I can fight back from that when it happens. Many guys have the speed but it's not easy to pass when your paths are crossing.

"Like I say, everybody must do it some time but of course much better would be always consistent starts. Less things can happen to you when you are at the front. When you're coming from the back, other people can crash in front of

you or you hit their rear wheel. Getting a top 10 start all the time is important, then you can always finish top five and start thinking about the title."

The Kawasaki team had also faced a devastating time mid-summer with the sudden death of their inspirational leader Jan De Groot. "Of course it was a difficult time last year when Jan died but the team adapted and everything still functioned like before. It was not easy but everyone wanted to do well for Jan's memory. And this is our job. No matter what happens, we have to get on with doing it as well as we can. We are one of the best teams and we want to keep it that way."

Martin Van Genderen, back in the dirt after 15 years on the road race scene, had already joined the team during the winter to take care of the organisational side of things and the Dutchman has good credentials having accompanied John Van den Berk to consecutive world titles in 1987 and '88.

"We get along really well which is one of the most important things in a team so that helped us to make quite a smooth transition after Jan's death. All of the mechanics have been in the team for some time now and know what they >>



British Motocross



Championship

official series sponsors



CAROLE NASH



Silkolene

TMX
www.tmx.co.uk

DIRTBIKE
REPAIR



4 championship races
2 support races
15 plus Grand Prix regulars
Trade Area
Maxxis girls
Autograph session
Free entry to riders paddock
Spectacular Circuit
Access from A47 or A1067
Practice: 09.30
First race: 12.30
Adults £20 - Child £5
Child 5 - 15 years (under 5's free)
Further Concessions

LYNG

4 MAY 2008

www.mxgb.co.uk



have to do and Rille had already started looking more to the engines.

"And there is a good feeling at Kawasaki – all of the teams work together in a way and when we have a problem with the bike we discuss it together. Everybody on the race track is your rival but we are all interested in getting the best for Kawasaki.

"And it's our job. I don't expect most office workers like their jobs but I enjoy my work. I guess it's lucky for me that I am good enough at riding bikes to make a job out of it but people probably don't realise how many hours are involved either. I never counted but there's not a lot of spare time. It's not just the racing, the practising, the physical training – there is all of

the travelling and getting ready too.

"It's difficult for people who never raced professionally to realise how hard it is. They think you just turn the throttle but the bike is over 100kg, you have to be able to handle the power, it's bumpy, there are jumps, it's hard work. But it's fun!"

A major change off track for Tanel came in his family life in December when wife Karolina gave birth to their first son Sebastian. "They're back in Estonia at the moment so I didn't see them for a month but they will come back to Belgium with me in March. Sebastian will be old enough to travel then. It feels pretty good to be a dad, it's something new in life – and I change the nappies too!"

Tanel was world 80cc champion in Y2K, slaying a certain James Stewart on the way to a podium flanked by Marcus Norlen and Sebastian Pourcel. It's a world-beating performance he would naturally like to repeat.

"Of course I want to make a step forward this year but I can only give the best and hope it is enough. First I want podiums and wins this year but I also want to be consistent. There are like 10 guys who can win the title and scoring good every week is vital."

So, looking at that eight-year-old podium shot, is it time for a new generation to take over? "Yes, there has been a change already and there are more and more younger riders coming through. Stefan, Smets, Pichon, all those guys >>>



Tanel – flanked by Seb Pourcel and Marcus Norlen – was Y2K 80cc world champ



TANEL ON...

NOISE 🗣️

Tanel certainly has an 'alternative' view on recent technical discussions and, for all the concerns which they partially ignore, you have to see his point.

"I really don't know about 350 or 450. I never rode a 350 so I don't know what it would be like but I don't have a problem with a 450. Of course it is a powerful bike but I don't understand where the problem is. You have to think to ride a 450, it's not like a 250 where you just twist the throttle and I don't know how a 350 will be. And MX1 is the rider's championship. The bike is powerful enough and you need muscle power. The rider makes the difference and that's how it should be.


"I think tuning will come into it a lot more if they go 350. Right now a privateer can buy a 450, come and race and be somewhere up there if he is good enough because it's about the guy who is not scared and can use the power.

"But what I really cannot understand is why they are taking the noise down at GPs. Nobody would go to watch Formula One without noise and they don't come to watch motocross without noise. Of course they need to keep it low at practice tracks for the people who live nearby and perhaps we should all be putting different silencers on there but people who come to watch motor racing at its best want noise, that's the whole point of it.

"For me it doesn't matter if it's 350 or 450 but we must have sound at the GPs. You think anybody would go to watch road racing if they whistled past without noise?"

Bad starts meant the Estonian spent too much time in 2007 in the chasing pack





YOU WILL NEVER LEARN ARTISTRY.
YOU WILL NEVER BE GIVEN ARTISTRY.
NOR WILL YOU FIND IT, BUY IT OR STEAL IT.

SO WHILE YOU MAY WITNESS IT, ADMIRE IT, DESIRE IT,
ARTISTRY WILL NEVER BE YOURS,
UNLESS YOU ARE PREPARED TO EARN IT.

SUFFER FOR YOUR ART. NO HALF MEASURES.

Relentless

— NO HALF MEASURES —

ENERGY • STAMINA • FOCUS • DRIVE

WWW.RELENTLESENERGY.COM

are gone and, yes, Josh is older but he's not that old either. I guess Josh is still the man to beat. He is the most consistent, always there, good starts, his fitness is good, he is well-prepared and fast too of course.

"But I think this year will be closer. Perhaps Josh can get 107 points in front again but I hope not. I hope I can be the guy who gets 107 in front but I think there will be changes this year, many different people on the podium and I don't expect anyone to run away with it. Whoever gets good starts every week will be up there in the points.

"Philippaerts, Strijbos, Pourcel, Ramon, De Dycker, Billy – they will all be up there and Barragan was looking fast at Mantova too. Just so many guys who can run up front. My strategy has to be that I don't have those zero scores anymore, always taking points like Ramon did last year but with some wins also. And I like to win, it gives you a good feeling."



GOING THE



CURSE OF HODGE?

LEOK CROCKED

Was it the Curse of Hodge or just the fickle finger of fate but 24 hours after we spoke to Tanel he knocked himself out cold at Valence and was on his way back to Belgium with a cracked shoulder blade.

"It's only a hairline crack – not like the one which Josh had – and Doctor Claes says it will heal with two weeks rest. Of course it means my preparation for the GPs has been cut short but I can carry on with most of my training and better now than during the GP season. I will be ready for Valkenswaard."

TANEL ON...

HIS STRENGTHS

"I think one of my strengths is my ability to go fast early in the race if I can get those starts sorted, I proved that in 2006 when I chased Stefan so many times for 25 minutes.

"And I don't feel pressure either. All those poles on the last lap last year prove that. Most times they water the track straight before the session and we know before we start that the best times will come at the end so generally you only get one chance. But it's also better to do it on the last lap anyway because then no-one can come back at you – if you do it two laps from the end then somebody else can see your time and they can push a little more over the limit to beat that time.

"Of course, there is a risk in waiting – perhaps somebody crashes and the yellow flags come out – so you need a time before the end too. But it is always better to do it on the very last lap, then nobody can ride over it. First choice of gate is good but even better is to go to sleep Saturday night knowing you are the fastest.

"I think fitness is also a strength of mine. Some tracks I can come strong at the end when others are fading and I can do it even when I have been pushing all moto from the back. I can be fast for one lap and also over the entire race."



YZ85LW



YZ125



YZ250



YZ450

Race the blue

Yamaha is a legendary creator of dirtbikes, engineering motocrossers and enduro bikes that continue to set performance standards. Toni Cairoli won the 2007 MX2 World Championship on a YZ250F - speaks for itself, doesn't it?

For more information, visit an authorised Yamaha off-road dealer

SEE WHAT ALL THE FUSS IS ABOUT!



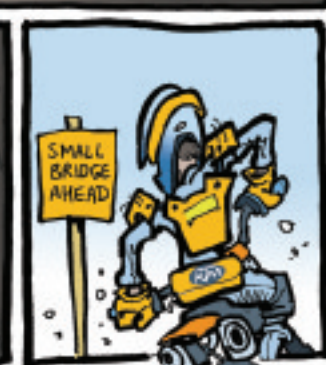
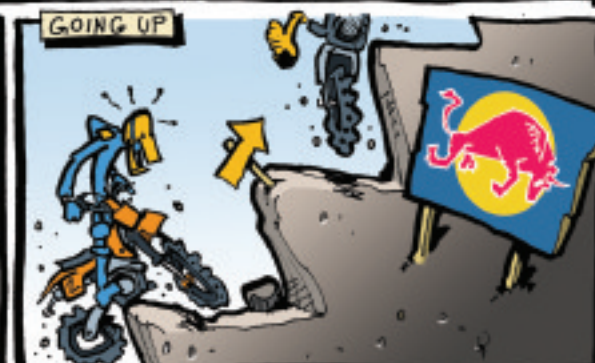
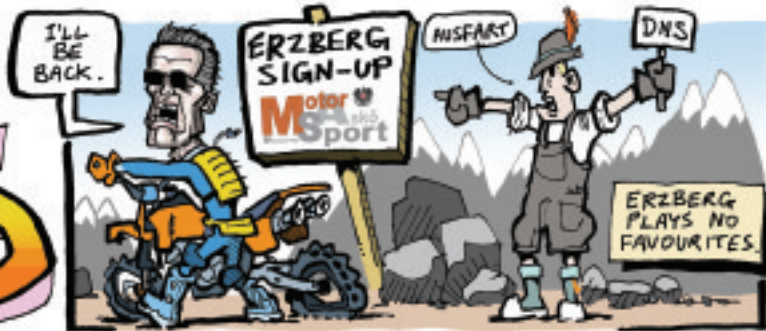
Visit your **OFFICIAL YAMAHA DEALER** to view the exciting new range of 2008 models and genuine accessories

Bikesport	208 Westgate Road	Henfield Road	NEWCASTLE	Tyne & Wear	NE4 6AN	01912 328970
Boretech Engineering	Unit 10, Golding Barn Ind Estate	Nanpean	SMALDOLE	West Sussex	BN45 9XH	01903 816236
Damerrells Motorcycles Ltd	Whitemoor	Pyke Hill	ST AUSTELL	Cornwall	PL26 7XN	01726 822402
Fowlers of Bristol Ltd	2-12 Bath Road	Hythe Hill	BRISTOL	Avon	BS4 3DR	01179 770466
G H Motorcycles Ltd	Unit 1 Challenge Way	Penpergwin	COLCHESTER	Essex	CO1 2LY	01206 791155
Hockey Yamaha	Bryn Garage		ABERGAVENNY	Gwent	NP7 9AT	01873 840171
John Wren Motorcycles	162 Rawlinson Street		BARROW-IN-FURNESS	Cumbria	LA14 1DD	01229 836038
K H S Racing Kent	25-29 Milton Road	Hazel Grove	SITTINGBOURNE	Kent	ME10 3EX	01795 431700
Manchester Xtreme	292A London Road		STOCKPORT	Cheshire	SK7 4RD	0161 4835559
Mike Bavin Motorcycles	101 Victoria Road	Sterte	DISS	Norfolk	IP22 3JG	01379 642631
Paole Motorcycles Ltd	138a Stanley Green Road		POOLE	Dorset	BH15 3AH	01202 670023
Richard Stevens Motorcycles Ltd	14 Estcourt Street		DEVIZES	Wiltshire	SN10 1LD	01380 725467
Ride MX Ltd	Unit 13	Western Road Ind Estate	STRAITFORD-UPON-AVON	Warwickshire	CV37 0AH	01789 292931
Ride On Motorcycles Ltd	19-21 Nithsdale Street		GLASGOW	Lanarkshire	G41 2PZ	0141 4232773
Road & Track	11 Tynwald Street		DOUGLAS	Isle of Man	IM1 1BF	01624 623725
Rocket Centre Limited	Unit 3, Trident Park	Whitebirk Drive	BLACKBURN	Lancashire	BB1 3NU	01254 297810
Russells Motorcycles	Edgar Industrial Estate, Comber Road	Carryduff	BELFAST	CO. ANTRIM	B18 8AN	028 90817000
Terry Silvester Motorcycles	Spring Lane Mills	Woodhead Road	HOLMFIRTH	West Yorkshire	HD9 2PR	01484 683665
W M Staitte Agricultural Ltd	Oak Farm	La Rue Ville Es Gazeaux	ST. LAWRENCE	Jersey, Channel Islands	JE3 1HU	01534 863511



BOY HARD YODEL HARD

159 www.rogerharvey.net





ALL-ROUNDER ALLEN
LEADS THE 'CLASSIC BIKE'
750 CHAMPIONSHIP AT
KNOCKHILL ON BOB
PEARSON'S MIGHTY
WESLACE.

OLD VIC!

A DOUBLE BRITISH CHAMPION ALL THE WAY BACK IN 1974, VIC ALLEN HELPED SHAPE THE FUTURE OF MX IN THIS COUNTRY – AND HE'S STILL BANGING OUT THE LAPS TO THIS DAY...

Words and photos by Jack Burnicle

Inspired by the hugely successful Haynes four-stroke championship, the ACU British four-stroke series was launched onto an astonished world of screaming two-strokes in 1988.

It initially unleashed a ramshackle barrow load of KTMs, ATKs, Yamahas, Husqvarnas and CCMs and enjoyed 20 glorious seasons, despite deafening four-bangers taking over the sport during the past decade.

Now, in a wacky turnaround, the British four-stroke championship has been re-christened the British Open for 2008. Why wacky? Well because 33 years ago the original, definitive eight-round British Open championship replaced the 250 and 500cc nationals that had, until 1974, been the lifeblood of British motocross.

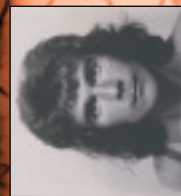
Intended to help the UK's aspiring world champions, the British Open – which introduced two full-blooded GP-length 40-minute plus two lap motos – was the brainchild of an ACU motocross committee inspired by the 1974 double British champion Vic Allen.

'Haggis' (or 'The Vicar'), as Scotland's first-ever world-class rider inevitably became known, went on to win that fledgling Open series in a quite incredible climax, edging out Vic Eastwood in a sensational, sandy finale at Bury St Edmunds. Even more remarkably, a 43-year-old 'Haggis' – tempted out of retirement to contest that first official ACU four-stroke championship – won in another cliffhanging final race against Simon Wyse, a gallant Oxford boy half his age!

The only rider ever to win 250 and 500cc British titles in the same season, the short, stubby Scot and his elder brothers Jim and Robbie were brought up on a farm in Garlogie near Aberdeen. There they tore round on a 1914 two-stroke Levis, its hand-change gear lever removed and made into a pedal, until Jim bought a 250 Dot scrambler! He soon realised his 15-year-old kid brother would go quicker than him. "So he gave me the bike and Robbie taught me how to ride it," chuckles Vic.



HANGIN' LOOSE OVER
THE HILLTOP AT FROME,
VIC ALLEN ACHIEVED HIS
1970'S BRITISH CHAMPIONSHIP
SUCCESS ON BULTACO.



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

Jim was right. Within three years Vic became the first man to achieve the Scottish double, a feat he repeated on the Dot in 1965 before heading south.

Already married to Anne and father of a baby daughter, Vic found a job alongside Dave Thorpe's dad Keith at Comerfords in Thames Ditton where his family joined him in a dilapidated flat above the shop. "It worked well," smiles Vic. "I was wild enough! When Robbie came down alone, he got homesick."

Racing a Greeves he secured a factory contract for 1967 and briefly led the 1968 British 250 GP at Dodington Park ahead of Sylvain Geboers before his short-stroke special seized. But back then you had to finish top three in a British championship to be seeded onto the ACU grading list for regular GP entries.

He finally did this in 1969 with second in the British 500 series before heading off to the Trans-Am in America. He returned to win both 250 and 500cc races in the same BBC TV Grandstand live broadcast from Frome and only lost the ITV winter series at the last round to John Banks (BSA) when

the Greeves failed again!

The day after Frome, Vic flew to Amsterdam and won the huge season-opener at St Anthonis, beating all the established GP stars and world champions like Bengt Aberg, Joel Robert and Roger De Coster – despite missing practice. At the age of 28, Haggis had arrived!

His first full 500 GP season in 1970 saw his specially lowered 380 (Vic stands only five foot six!) plagued by broken crankshafts in an era when you still had to complete both motos to score any points. "I'd finish top six in one race and break down in the other," he smiles grimly. But he came second again in the British 500 series and in the MX des Nations at Maggiora in Italy beat everyone except Czech ace Juri Stodulka.

Then Allan signed for BSA and won every television race that winter on their beautiful works GP special but in the opening 500GP of 1971 at Cingoli he crashed heavily, broke a thigh and lost a year of his racing life.

The family had just bought a new house in Tolworth in >>

DESCRIPTION SIGNALEMENT

Beater	Titulaire	*Wife	Femme
Occupation	GRAPHIC DESIGNER		
Place of birth	BILLINGHAM		
Date of birth	9/3/47		

Jack Burnicle

Usual signature of Beater

Usual signature of wife



MADHEAD Enduro mirror
Left & right
Item Code 10028259
Adjustable & robust construction

Clear £11.99 vision!

MADHEAD 57P Gloves
Size: S-XL
Item Code 201105
As worn by David Howe!

Perfect £19.99 stretch fit!

the madhead helmets are 1st class and the gloves are the best I have worn since I started racing

David Howe
SNR Sports & Cycle League
Speedway racer & British number two

GETGEARED

GetGeared.co.uk 0845 017 5007



HAPPY HAGGIS PICKS UP
A TROPHY AT THE
1992 BRITISH TW IN -
SNOOK CROFT PRIX,
FARLEIGH CASTLE

Surrey (where he and Anne still live) and with her unwavering support Vic made a comeback to the tracks in 1972 aboard a Bultaco kindly loaned by Comerfords, finishing second this time in the 250 nationals. They got him back into GPs in 1973 but he bust his ankle in the second round (Italy again!).

Then came that historic double British title success in 1974 and he almost won a moto in the British 250 GP at fast and stony Ladies' Mile near Portsmouth. "I punctured when I was on leader Harry Everts' back wheel with one lap to go!"

Haggis finished 10th overall in the world 250cc championship that year and, voted onto the ACU Motocross Committee, drew up the revolutionary blueprint for a single British Open series. "That formula stayed virtually unchanged for 15 years," he beams proudly. "It helped produce three British world champions. And I won it! Until then I'd gone flat out to win every race. I realised at last it wasn't possible. I used ma heed and won when I had the chance. Points win championships!"

Dropped by Comerfords, Vic sought refuge at CCM where he and Eastwood shared a mechanic yet achieved great things in 500 GPs when the bikes held together. Third in Austria and England, he mounted the rostrum at the final round in Luxembourg to claim 11th in the series and snatched second in the British Open championship at the final round behind new teenaged champ Graham Noyce.

Vic later returned to Comerfords – first on Bultaco then KTM – and retired (for the first time!) aged 36 to spend a season on the 250 GP trail as mechanic to Yamaha star Dave Watson. But despite a break for a hip replacement Vic never stopped riding, borrowing a TT600 from Baz Brush at Yamaha for the Weston Beach Race and occasional Haynes four-stroke outings.

He also, in 1984, started work with young offenders in Camden Town, North London, introducing them to the joys of off-road motorcycling and mechanics, riding into town from Tolworth every day on a DT125 Yamaha

and loving every minute!

Then came that 1988 comeback. "I thought 'nobody knows how quick I'll go'," he chuckles impishly. "I didn't know maself! I never rode a meeting before the first round so I started off as a junior! My only problem was I couldn't start the thing so I mustn't stall it! But I was completely rested, as fit as at any time in my life and I only went as fast as I felt happy going."

It was fast enough to see off young guns like Craig Hacking, Austin Clews and Simon Wyse. Haggis arrived for the final round at Wakes Colne 20 points ahead of Steve How (Husqvarna) and Wyse (ATK) with three races still to run.

After two tense motos, though, Wyse had won well and an anxious Allan, twice fourth, had seen his lead shrivel to seven points. If the same result were repeated a third time Wyse would win the title on a tiebreaker!

"I decided to throw caution to the wind," remembers Vic. "I got in behind Simon off the start and he towed me along!" But he slipped back to third and, in a gripping climax, came under pressure from Wyse's team-mate Ken Hanson.

Imperturbable pal Keith Thorpe, his spannerman for the day, boarded him mystifying messages like 'you can'. One more lap and Vic probably couldn't but the chequered flag went out just in time as he scampered across the line inches ahead of Hanson, threw his KTM to the ground and bounced up and down in an outburst of adolescent glee – the first four-stroke national title his by two points!

Allan then sensibly packed up again for another three years until brother Robbie, founder of the Scottish Motorcycle Show, persuaded Vic to ride his Weslake in the Classic Manx Grand Prix on the Isle of Man. Haggis turned heads with a 97 mile per hour lap and Edinburgh enthusiast Bob Pearson supplied the launch pad for episode three of the Scot's amazing career by supplying immaculate machinery for 1992. So Vic, now 47, embarked on a season that mixed the Classic Bike 750 British road racing championship on a Weslake with classic motocross action on a BSA Gold Star Metisse!

"I was apprehensive after years riding modern bikes," admits the

youngest Allan. "But as soon as I sat on the Metisse it felt good. Just like that old works BSA!"

He quickly got back to winning ways at Farleigh Castle's twin-shock British GP and the British Bike Bonanza and put in a stunning performance in the Classic Bike road racing round at Knockhill, leading handsomely until black-flagged because of a broken tank strap.

Bitten by the Tarmac bug, Vic then teamed up with Robbie and for several years they contested the British endurance 600cc road racing championship on an R6 Yamaha with ex-Noyce and Aberg wrench Roy Reid as mechanic.

Competing with team-mate Sandy Christie against lads half their age in six-hour races, they set the record for the closest ever margin of victory – 0.6 seconds – at Bishopscourt in Ireland. They even won the title one year and, being Haggis, it had to go down to the last round where their opponents cracked and crashed. Shades of Vic Eastwood in that final race of the 1975 British Open championship!

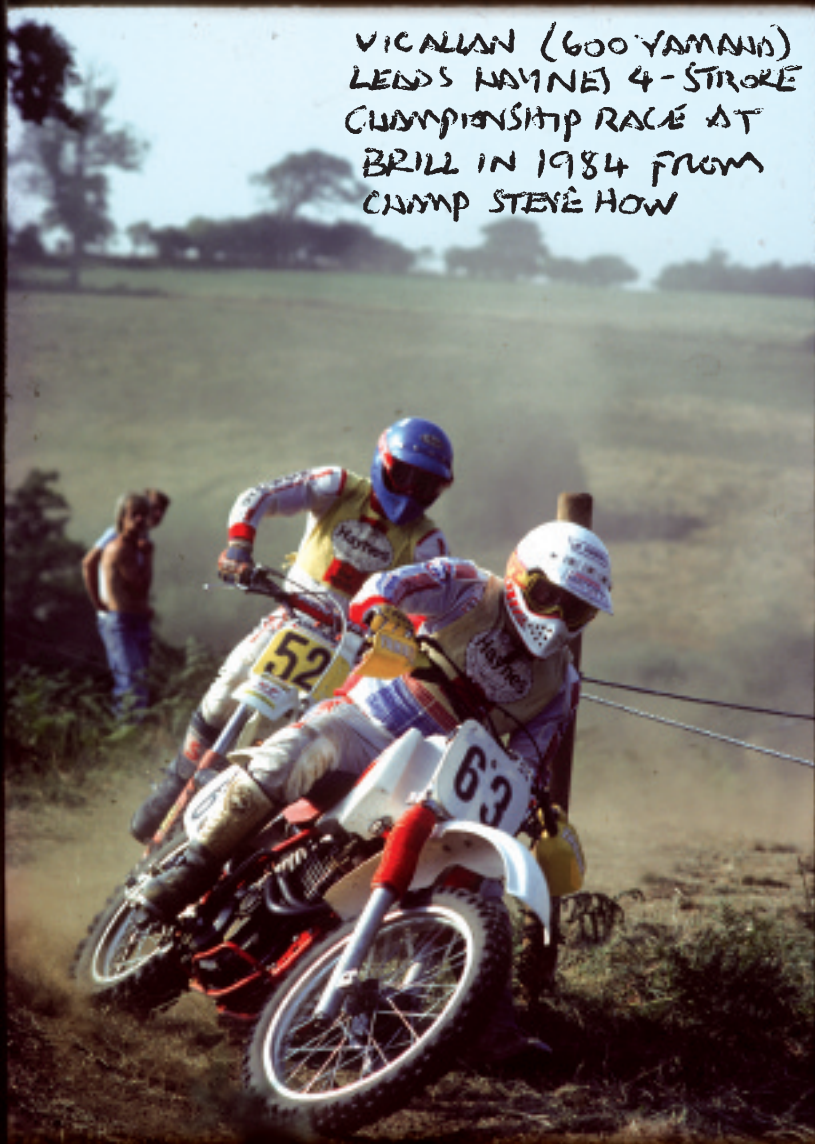
Eventually, cruelly penalised when leading by a lap at Donington Park in 2003, Vic retired at 58 from a brilliant all-round racing career spanning over 40 years. But he still upsets folk tearing into Camden Town two days a week on his DT125. "If they could only see how old the bloke inside the helmet is!" he chortles.

He also works for Kingston, Richmond and Hounslow councils during the rest of the week and Saturdays when he runs a training track he designed and maintains on council land near his home in Tolworth. "I work with kids through the Youth Offending Service," explains Allan. "Mechanics one day, riding the next. But it's tougher now. There's a hooligan element in all of us but I find a hardening of the kids' attitude. It's more difficult to get through to them. Sad really – seems to reflect society today..."

Meanwhile, 72-year-old brother Jim has won the Scottish Classic up-to-350 championship on a Bultaco Metisse and, while still competing in enduros, Vic has rebuilt an old Dot and started riding classic trials.

So from Dot to Dot in approximately 48 years, Haggis – like the British Open championship he initiated – has come full circle!

VIC ALLAN (600 YAMAHA)
LEADS HAYNES 4-STROKE
CHAMPIONSHIP RACE AT
BRILL IN 1984 FROM
CHAMP STEVE HOW



VIC ALLAN, AGED 43,
WAS THE FIRST ACM
4-STROKE NATIONAL
TITLE AT WAKES COLNE
IN 1988 ON PETER
PEARCE'S 600 KTM

VIC ALLAN (600
LEADS HAYNES 4
CHAMPIONSHIP RAC
BRILL IN 1984
CHAMP STEVE HOW

Snow-biz! The sweltering continental summer GPs are a million miles away from Canada Heights



DIRTY WORK!

FANCY A JOB WITH A BIG MX TEAM, RUBBING SHOULDERS WITH THE STARS IN EXOTIC LOCATIONS? THE FLIPSIDE IS CANADA HEIGHTS IN A SNOWSTORM IN MARCH (AND THE ONLY HOT TUB IN SIGHT'S GOT A WEST COUNTRY ACCENT)! OUR MAN ROLLS UP HIS SLEEVES, PULLS ON HIS THERMALS AND JOINS MOLSON KAWASAKI FOR A WEEKEND'S WORK EXPERIENCE...

Words and photos by JP O'Connell and C Hopkins

With the eight-round British championships already in full swing and the 15 rounds of GP action about to begin at Valkenswaard on April 6 it's virtually a non-stop season for some of the bigger teams. The logistics required to ensure the teams are where they should be when they should be and with what they need to be self-sufficient over an entire weekend is quite phenomenal with the larger teams running up to four riders covering both MX1 and MX2.

It's easy to turn up at the races and not give a thought to the fact that the race transporter you're stood next to was actually halfway across Europe only the previous weekend. With this in mind we contacted Lisa Church – team manager of Molson Kawasaki – and asked if we could slip into some team gear and be part of what goes on behind the scenes over a British championship weekend.

After some discussion with team driver and logistics manager Mark Hardisty – aka Hot-Tub – at the workshop in Belgium it's decided we'll meet up for the Canada Heights round over the Easter weekend. With Gareth Swanepoel out after an operation to remove a pin from his hand the team will be fielding Stephen Sword in MX2 and Tom Church in MX1 meaning it won't be necessary to bring both trucks – one lorry and a Transit will do nicely.

For the Molson staff the preparations begin on Thursday with everything being washed and loaded ready to leave on Friday. The race transporter leaves Belgium at 4pm Friday, arriving at Canada Heights at 2.30am on Saturday, with the van containing spare bikes, spare parts and a bunch of mechanics leaving at 4am and rocking up five hours later.



SATURDAY

9am: Once the transporter has been pulled into its allocated slot by a tractor the first job is to get the 22,000 Euro awning out and put into place. Every happy camper is well aware that the wind is your enemy and can be really unhelpful as you struggle to put up your Argos three-man tent. Believe me that's child's play compared to holding onto a nine-metre fully enclosed awning as Hurricane Gilbert makes a guest appearance after it's picked up a handful of minus five chill factor via the polar icecap!

11am: The awnings and flooring are set up and secured and within half-an-hour we have all the bikes, benches and tool boxes in place. Mechanics Adam Lithgow (TC's), Ryan Thorpe (Sword's) and Mike Atkins (motors) then set about getting their workspaces in order while Hot-Tub's a constant blur setting up tables, chairs, water and anything else you care to think of...

12pm: With the setting up nearly done it's time to start getting the bikes prepped. Most of the work has already been carried out back in Belgium but it looks like it's going to be wet and muddy and this – plus the fact that Canada Heights has a concrete start pad – means tyre choice is going to be vital.

I've never had a go at changing a tyre with a mousse in it (I couldn't work out how you'd get the antlers in – boom, tish) but with two of us it only takes about 10 minutes.

1pm: Once the bikes are all set it's time to walk

the track. There has been plenty of rain in the week so the diggers are out trying to scrape back the crud a bit. The track is a mixture of sand and clay – hard-pack one minute, halfway up your shin the next – but with a bitterly cold wind blowing it's drying out nicely and if the weather holds off it's going to be perfect.

2.30pm: The new team backdrops arrive fresh off the press after a recent photoshoot with Ray Archer so these need erecting and positioning to provide a bit of private space that's out of the public eye. As soon as this is done it's time for all four bikes to be taken to technical inspection and noise testing.

With all bikes passing with no problems things start to calm down a little. Once the seating and tables for hospitality are put in place ready for Sunday that's about as much as can be done.

4pm: A full 12 hours after they set off the boys finally sit down for a quick bite to eat. The team runs like the proverbial well-oiled machine with each person knowing exactly what he/she should be doing allowing things to work like clockwork.

With everything shut down it's off to a hotel for a shower and into town for dinner. Only two of the team will be able to stay at the hotel so after a quick hand of spoof it's cheerio to Adam and Hot-Tub who get to snuggle down together in the race truck!

10.30pm: Time for bed Zebedee!

>>

Swordy's mechanic Ryan Thorpe and motors man Mike Atkins brave the snow



Inflating the Molson hot air balloon is always a big job



64 dirtbikerider



Swordy shows off his battered helmet to Tim Elverson and Hot-Tub



Adam Lithgow gives TC's bike a pre-race tickle



As soon as the podium ceremonies are over it's straight back to the pits as TC tears up the start straight in the second of the MX1 races. This time he puts himself near the front and rounds out the first lap in third. After briefly falling back to fourth he grabs third again and holds on to it for 11-3 finishes and fifth overall on the day.

5.15pm: As soon as the first bikes cross the finish line the crowd start leaving en masse, just as the sun breaks through for the first time. Back in the pits the truck is out of water, meaning that the race bikes are going to have to go back caked in crap.

It's decided that the race bikes will travel in the van to try and keep the truck clean so they get loaded up first. Most of the staff including the riders head off leaving the crew who arrived first bringing up the rear. In a reversal of Saturday morning everything comes down and gets packed away, although due to the state of most of the gear it goes away a bit quicker than it normally would!

7pm: As the field is now thick with mud it's impossible to move the van or lorry and every single truck in the paddock has to be pulled out by one of the five tractors that are brought in for the job.

7.30pm: The van's out...

8.40pm: ...and so's the race truck!



Water's used sparingly



JP and Hot-Tub crack on with the awning

MONDAY

6am: After a few hold-ups at the Channel Tunnel delay progress the van finally makes it back to the team's Belgian HQ. Every single thing will come out of and off the van and race truck to be washed while the bikes will be stripped down to the last nut and bolt and rebuilt just in time for Valkenswaard and a run of seven weeks without a day off!

It can be a hard life but none of those involved would have it any other way...



Jodie gives Swordy's helmet a good clean



CHEERS M'DEARS MOLSON MATES!

A big, big thanks to Mike, Paula and Lisa Church, Hot-Tub and the rest of the Molson Kawasaki team for their help in pulling this feature together...

gear4
RACING

THE UK'S PREMIER KTM RETAIL SUPERCENTRE

UNIT 2, BLENHEIM WAY, NORTHFIELDS ESTATE, MARKET DEEPING, PETERBOROUGH. PE6 8LD

AMAZING NEW LOW PRICES ON 2008 KTM SXs

2008 KTM 85 SX at a great price
Original RRP £3125



WOW... Now Only £2750

2008 KTM 250 SXF at a great price
Original RRP £5195



WOW... Now Only £4550

2008 KTM 450 SXF at a great price
Original RRP £5395



WOW... Now Only £4650

We are looking for your Part
Exchange, Call for a great price...



Visit our virtual used bike
Showroom online...

FULL RANGE OF USED BIKES AVAILABLE TO VIEW ONLINE

WWW.GEAR4OFFROAD.CO.UK

01778 345653

KTM

FRENCH POLISH!

IT'S BEEN A LONG, HARD ROAD TO A FACTORY DEAL FOR SWIFT SUZUKI'S FLYING FRENCHIE PASCAL LEURET BUT NOW HE'S GOT ONE HE INTENDS TO SHINE...

Words and photos by ALEX HODGKINSON

It's been a long, hard road for Pascal Leuret but, as he approaches his 27th birthday, the Frenchman has finally landed a factory ride with Suzuki Swift – and he intends to grab his big chance with both hands!

"We are just at the start, my first race this weekend and we are also at the start of testing but it feels good to be a factory rider, for sure better than to be alone with the camper," he admitted at Mantova. "I started riding the Suzuki in November. I just had a standard 250 at first but then I also rode a 450 for one month and when I went to the Geboers place in Belgium I got to ride a modified bike for the first time, one week in December and one week in January in the sand.

"It was a test bike, still not the real factory bike. I still just have standard bikes to ride at home at the moment but they are very good. We will be doing a lot of work between now and the first GP to get the suspension set up, the position on the bike sorted. The 250 programme has only just arrived in Europe but by the middle of March we should

have found a good set-up. We have many possibilities with the factory bike and of course we will set up the bike perfectly to suit me.

"I don't think I will have a factory engine on my practice bike at home but when all of the parts have arrived and we have found a set-up I will get factory suspension – that is very important for the feeling on the bike when we get closer to the championship races at the GPs and in Britain. You know it is a very different feeling to have standard forks or factory. I have been practising with a complete standard shock, though I do already have one set of forks which have been worked on by K-Tech."

Although his race bike will be maintained at Suzuki's European off-road HQ in Belgium, Pascal is clear about where his first responsibilities lie. "My boss is Swift. My contract is with them, even though the bike will be prepared by Geboers. I have a good feeling with the Banks family, Jonathan [Wright] and Ian [Browne] and we have a clear aim in Britain.

>>

Pascal – flanked by Ian Browne and Jonathan Wright – has a good feeling about his new team



profile

The Frenchman is looking to make a big impact on the factory 250F



*French
Polish*

Top Books, Tees n' Tips...



Go online at www.dirtbikerider.com and check out our selection of motocross books, ltd edition tee-shirts, Geoff Walker's top tech tips CD-ROM and much, much more!

#1 SUPERCROSS UNLEASHED

If the greatest stars and biggest fans of supercross put together a scrapbook it couldn't be any better than this action-packed, 162-page publication which celebrates one of the coolest sports on earth – that's supercross! The Joy of SX, with essays, photos and behind the scenes glimpses of the sport's current pros and past champs – told by motocross insider Billy Ursic and framed by the matchless lens of acclaimed motorsports photographer Simon Cudby. From the hottest names in the sport to its up-and-coming young guns, it's all here! £16.99

#2 PRO MX AND OFF-ROAD RIDING TECHNIQUES

With top tips, trade secrets and riding hints aplenty, can you really afford not to keep a copy of Pro MX and Off-Road Riding Techniques in your gear bag? This third edition also includes essential four-stroke riding secrets – buy it now! £16.99

#3 MOTOCROSS AMERICA

Need to know the ins and outs of how America became muchos motocross mad? Then check out Motocross America which features a myriad of motocross machines and memorabilia as it charts American motocross history. £24.99

#4 DBR HOLESHOT T-SHIRT (special edition)

Get the Holeshot!
Sizes available – S, M, L, XL
Price includes postage and packaging.
Please allow 5 working days for delivery.
£9.99

#5 Walker's World CD-Rom

Hot Hints & How Tos. 12 easy-to-follow step-by-step tip top tips from our tip top tech Geoff Walker, one of the most respected MX technicians in the business. Plus Wallpapers, Xtreme Video Clips and much, much more... £5.99

#6 MINI MOTOCROSS AND PIT BIKE PERFORMANCE HANDBOOK

Choosing the right bike, carburettor jetting and maintenance, suspension tuning and modification, top-end maintenance, custom tricks to personalise your bike. The Mini Motocross and Pit Bike Performance Handbook is the complete guide for enthusiasts wishing to maintain and modify their machines for maximum performance. The book discusses the key issues with the most popular machines and includes step-by-step instructions for many of the tasks you need to perform to keep your bike out front. £16.99

#7 MOTOCROSS

Written by Steve Casper, Motocross is a great read for newcomers to the sport who need to know what's what and whatnot. Featuring top imagery from Simon Cudby and Paul Buckley, this book is essential for every MX fan's coffee table. £9.99

#8 McQUEEN'S MACHINES

The cars and bikes of a Hollywood icon. He helped build a hot rod before he could legally drive. In the services he hopped up a tank's engine in the hope of getting it to go faster. As a young acting student he tore through Greenwich Village on his motorcycle. In 1970 he nearly won the 12 Hours of Sebring in a Porsche 908. He raced buggies in Baja, rode motorcycles all over the world and built entire movies around his love of automobiles and motorsport. Beyond his status on stage and screen, Steve McQueen was a certifiable motorhead and McQueen's Machines celebrates his passion as a car enthusiast, racer and motorcyclist. £16.99

To order visit www.dirtbikerider.com or call 01524 834030

"The team have signed me to win the title, that is really important for them but for me too. I want to win. I am not coming to Britain to race for second and for sure if we can make a good result in the British championship then we will be competitive at the GPs too.

"I will not be racing in France this year – a programme of Britain and the GPs is enough – but I am really happy to change. In '06 when I rode for Trevor Avery he didn't want me to race in England because it was too much work for the team and difficult for the rider also but I am really excited and am looking forward to it this year. It will be a real challenge. I don't know the tracks, I don't know all of the riders. It's a new championship for me, a new challenge.

"Riding new tracks is not a bad thing. It keeps you sharp and that can carry over to the tracks you already know, looking for new lines. But it will be difficult too. In Britain the whole programme is on one day with just one practice on Sunday morning. That is not long to learn a track and find a set-up.

"I can see though that everybody is working closely together. Xavier Boog has exactly the same material at his disposal in Germany and we will be together with Geboers for testing before Valence but we are each free to go in different directions if we want to. With a factory bike there are so many options that I expect we will find different solutions."

Until his injury at the end of July last summer Pascal was actually on GP medal course. So what happened? "I don't remember the crash when I broke my scaphoid. I was out cold for 45 minutes but Enrico, the engine guy at Martin, told me it was just one small mistake but a big crash. I broke the scaphoid in my right hand and the bone was moving

around so I had to take three months off from riding.

"I was given the all-clear just before the end of the season but I did not want to come back for one or two races and take a risk of damaging it because it was too soon. That was good because I could allow the break to heal properly and be ready for '08. I had no problems this weekend but I pulled out of the last race as a precaution because it was starting to feel the strain at the end of a long weekend. There are no prizes for winning warm-up races!"

Pascal's 2007 season had a stormy start! "I had a very difficult start last year with NGS. You know, it is not easy for a French team because it is difficult to raise a big budget in France for GP racing. Material – bikes and parts – were no problem but there was not so much money for organisation. And the boss was not an easy man to work with. He had his ideas and he didn't want to compromise.

"We had a problem every race breaking the engine – one race they arrived just one hour before technical control closed, just a series of small problems and after a few races it was getting very frustrating. I was not happy with the situation but I kept my mouth shut to the press and I tried to sort out the situation with him direct.

"In the end though I could see no other solution. Honda France gave me one bike, I bought an engine from Pro Circuit and Bud Racing built the bike up for me. I offered to carry on in the NGS team as though nothing had happened but he didn't want that. He said that if I stayed with him then I had to ride his bike, his engine, his suspension, everything.

"So, straight after Spain, I took my bike to Bud Racing, we prepared the bike and I got a podium in Portugal. I was working out of my camper but that is nothing new for me, I did that before. After that I talked with Team Martin >>



After breaking his scaphoid last July, Leuret didn't race for seven months





Tiger Lacey San Diego 2008

NEXT GEN **AIR** ATION



V1.0



PROMODEL



www.rxrprotect.com

EPICO
epico.co.uk

FXR
PROTECTION GENERATOR

SOFTLY, SOFTLY PASCAL PREDICTS...

Pascal is a little reluctant to predict his results in the world series. "It is more difficult to say what we can achieve in the GPs. For sure I want to finish in the top five but in my head I don't put pressure on myself to achieve a goal by any particular time. I will approach racing just like last season and that philosophy worked out well until I got injured."

"I know I can do it so I will just take it one race at a time and achieve the maximum each time. No plan, no pressure, just ride and give my best. If you get the best result possible each week the position in the championship comes automatically but for sure I have certain aims. I want to make the podium regularly, maybe win a few motos, who knows – even a GP? But I must keep my feet on the ground at first. I didn't race for seven months since breaking my scaphoid so I will need the first few races to settle down."

Pascal was a winner at the Stade de France back in '98



Heading for a podium in Portugal in '07 as a privateer

and we found a solution with Paolo. The season was so easy after that with a good team, a good bike, good people, everything you need. It makes life so much easier when you have a good team and good people around you and that gives me great optimism for 2008 with Suzuki Swift."

It was at the Stade de France supercross in 1998 that I first noticed Pascal. Stevie 'Wonder' Boniface was supposed to be France's next big thing but he got thrashed that night by Pascal. Then nothing – well, very little – for three years.

"After this I made a lot of mistakes in my career. I had raced Steve already in 1996 for the French 80cc championship – he won and I was second after leading the series early on – and in the 125s we were again going head-to-head but he got a lot of advice from his father. I was French junior champion and fifth in Europe in 1999 but then in 2000/2001 I had a big down with injuries and many other things and lost everything."

His salvation came with "one last try" in 2002. "I got myself together again and was French champion in supercross, then in 2003 Mickael Pichon started to help me and the results arrived. I moved to live near Mickael. I still live just five minutes away from him and we still ride together sometimes. Sometimes we go cycling together but for him his career is over, he just rides for fun."

"I am very grateful for what he did for me but now I am coming 27 and I have to stand on my own two feet. We are not together every day like before but if I have a problem I know I can call him. It is always good to have a good person to call on when you need him."

Having raced top 10 in the world for two consecutive seasons in MX1 it had seemed a backward step to return to MX2 at first – but not for long as the results started to roll in.

"I don't know if MX2 is better for me. I am not so slim like when I was a kid but last year I had no choice. When Trevor decided to stop it was my only option to race with a team."

It worked out and I am happy riding the 250F. I still think I can ride a 450 but I didn't want to return to MX1 yet. Martin had wanted me to ride the 450 but I didn't want to throw away the experience of last year in MX2, so close to the podium, without giving it another chance. When I reach my goals maybe I can return to MX1, maybe I have no choice!"

That comment is a swipe at officialdom which is poised to cap MX2 participation at 23 years of age from 2010.

"I think it is a bad rule and it is like a dictatorship. You know, it was in France that we started democracy. Why should it not be possible for me – or anybody else – to ride 250 in 2010? I think it is good for the young riders to race against older experienced riders. But if I can't race 250, then 450 or 350 or whatever it is. And if that is not possible then MX3!"

"I think I can ride any bike, as long as everybody else in the race has the same capacity. I think that is the same for any of the top riders. For sure Ramon or Coppins could also ride at the front in MX2 and I was twice top 10 in the world in MX1. What is most important is to be happy with your bike, the team, the people. You can have the biggest truck in the paddock if the team doesn't work well it won't happen."

"But at Swift we have a big truck AND a good team!" |

HOME BREWS!

WITH THE '08 BRITISH MX CHAMPIONSHIP KICKING OFF AT DONINGTON PARK, GEOFF TURNS PIT PEST TO GET A CLOSER LOOK AT THE MAXXIS MACHINES...

Words by Geoff Walker Photos by still-mx.co.uk

The '08 motocross season has kicked off and the teams are out in force around the British championship tracks. The testing is mostly done for the first part of the season and the battles to get the perfect packages ready for the race track have been mostly won.

Each and every team and crew have put in maximum effort again this year it seems, although I would have to say that a couple of teams are playing catch-up in their preparation for the domestic race season. With the seemingly endless increase in the staff and truck size requirements for 'modern' motocross and multi-rider teams it appears that some of the actual racing side of the job could be lost with some...

There are some smaller teams popping up with a 'personal' service for a single or pair of riders and these guys are stepping up to get among the top teams. This is a cool situation as it adds a bit of spice when a shop or home-prepped bike and rider combo can get right in the mix with some of the most highly developed bikes and riders in the British and world championships.

Almost every bike in the Maxxis championship is technically achievable with some cash and put together in the correct way can, as I said above, run with the best. Some of the factory supported teams have an advantage in the suspension department as they run forks and shocks which are of a higher spec than even the factory 'kit' units.

As far as aftermarket parts are concerned their standard and availability means there is no real gap in quality between them and full factory parts such as, for example, exhaust systems, footpegs, triple clamps, shifters etc. The companies making special parts for these bikes are doing a fantastic job to keep our bikes fully tricked out from club racer to pro runner.

In the next few pages you will see the fruits of a lot of the teams' labour and a list of the technical hardware they use. Please take a moment to appreciate just how much effort and testing goes into making every race bike for our national championship. Thanks to every team who took the time to make this feature and if I missed anyone I apologise...

Hook wrenches (P.N. 57001-1101)

- Using the hook wrench (special tool), turn the spring preload adjusting nut as required. Turn...

BILLY MACKENZIE

CAS MONSTER ENERGY HONDA

Silkolene
Renthal
Twin Air
Pirelli
Flu Designs
KYB
Tsubaki chain
X Trig T clamps
Pulse
CAS motor
HRC pegs, shifter and
brake pedal
Leo Vince
JD Ignition
Hinson
Engine Ice
Vertex
HRC wheels
Motion Pro tools
Acerbis



JIM MURRO

STR HONDA

Michelin
Polisport
Leo Vince
Pro Taper
Putoline
Fro Systems
Apico
Regina chain
Talon wheels
Graffix graphics
Pro Carbon
Twin Air
Pro Clean
Gold Fren
SM Racing dyno
K Tech



NEVILLE BRADSHAW

DB RACING MXW HONDA

Renthal
Twin Air
Maxima Oils
Pirelli
Talon
Showa Kit MX Tech
DID
Light Speed carbon
Hammerhead shifter
MXW discs
Applied T clamps
Acerbis
Pulse hardware
MXM graphics
Pro Clean
VP fuel
SFS hoses
Hinson
NGK
CP piston
Xceldene valve train
MXW head
HGS
Vortex ignition
PWR radiators



CHASSIS

Front Fork Top Plug
59205 21 5th supplement Printed in Germany 3.71
Handlebar Clamp Bolts
Swingarm Pivot Shaft Nut

29 3.0 22
25 2.5 18



THE CARRINGTON CENTRE, ECCLESTON, NEAR CHORLEY, LANCASHIRE PR7 5UP



HELMETS JUNIOR

VCAN/RSX8	£35.00
KBC Focus	£47.00
Fox Tracer	£75.00

HELMETS ADULT

Arai VX3	POA
Troylee designs SE/SE2	POA
Airoh Stelt	£190.00
Thor Force Replica	£190.00
KBC X7 Spec	£95.00
Fox Tracer Pro	£90.00
Fox V2 From	£120.00
Fox V3 inc Bag	from £195.00
Lazer X5 Skull/Peace	£65.00
Lazer MX6 FROM	£115.00
One Ind. Combat	£95.00
Lazer Voltage	£56.00
VCan	£40.00

GOGGLES

Spy Targa kids from	£20.00
Oakley Kids	£19.00
Fox Kids main	£22.00
Scott Junior Voltage	£17.00
Spy Alloy	from £25.00
Spy Targa	£25.00
Scott 83 X	£17.95
Scott 89 XI Roll off	£45.00
Scott 89 XI	£26.50
Fox Main Pro	£42.00
Fox Main	£25.00
Oakley 2000	£22.00
Oakley Crowbar	£35.00
Enduro Goggle	from £28.00
Smith Piston	£52.65
Smith Evo Roll off	£30.00
Quick strap kit	£16.95
Rip N Roll	£40.00

IF YOU CAN'T SEE WHAT YOU WANT RING 01257 450660

LENSES - SEE WEBSITE

Alpinestars Tech 4s	£85.00
Alpinestars Tech 6s	£110.00
Berik Contender	£75.00
Diadora MK3	£63.00
Fox Tracker	£85.00
RADZ	£38.00

BOOTS ADULT

Fox F3, 08	£195.00
Fox Comp 5	£125.00
Alpinestars Tech 3 New	£130.00
Alpinestars Tech 7	P.O.A
Alpinestars Tech 8 New	P.O.A
Alpinestars Tech 10	P.O.A
Shift Combat	£90.00
Sidi Crossfire	£220.00
Diadora Crossbow	£84.00

Diadora MX4	£100.00
Diadora MX5	£170.00
Alpinestars Enduro	£130.00
Fox Enduro	£125.00

GLOVES JUNIOR

Answer Synchron 08	£12.00
Answer Ion 08	£13.00
Fox Dirtpaw	£16.00
Shift Assault	£10.00
Alpinestars Dual	£14.00
Thor Phase	£16.00

GLOVES ADULT MX

Answer Synchron 08	£14.00
Answer Ion 08	£16.00
Answer Alpha 08	£24.00
Alpinestars Dual	£18.95
Alpinestars Jet	£24.00
Fox Pawtector	£20.00
Fox Dirtpaw	£20.00
Shift Faction	£25.00
Shift Assault	£15.00
Thor Phase	£19.00
Thor Core	£24.00
Troylee designs SE	£30.00
Troylee designs GP	£24.00

GLOVES ADULT ENDURO

Shift Barrier	£28.00
Fox Bomber	£30.00
661 Storm	£28.50
Fox Airframe Junior	£66.00
Fox Airframe Kids	£56.00
Fox R3 Junior	£50.00



Fox R3 Pee wee	£40.00
Shift Profile	£39.00
Shift Pee Wee	£29.00
Polisport Junior	£40.00
Polisport Mini	£39.00
UFO Body Jacket	£70.00

DEFLECTORS ADULT

EVS Rev 05	£49.00
EVS Revlite	£33.00
V Can	£50.00
Polisport XP-1	£50.00
RXR	From £95.00
Fox Airframe	£76.00
Fox R3	£55.00
Shift Profile	£49.00
Thor Quadrant	£54.00
Thor Force	£89.00
Thor Sentinel	£70.00

BODYBELTS JUNIOR

UFO	£16.50
Fox Turbo	£15.00
Shift Flexlite	£13.00

BODYBELTS ADULT

Alpinestars	£33.00
Fox	From £20.00
Shift Flexlite	£15.00
Acerbis Profile	£27.00

KNEE GUARDS JUNIOR

Shift	£7.50
Fox Standard	£12.00
UFO Standard	£10.00
UFO Hinged	£19.00

KNEE GUARDS ADULT

Thor Force	£64.00
Alpinestars Bionic	£48.00
Fox Raptor	£48.00
Fox Ventilator	£18.00
Fox Standard	£14.50
Polisport Devil	£25.00
Shift	£10.00

ELBOW GUARDS

Fox Extreme Jnr	£17.50
Alpinestars Jnr	£17.00
Fox Raptor Adult	£19.00
Fox Extreme Adult	£22.00
UFO Adult	£16.75
UFO Junior	£13.25

RACE SHIRTS JUNIOR

Answer	from £16.00
Fox HC	£15.00
Troylee designs GP	P.O.A
Alpinestars Racer	£17.00
Thor Phase	£16.00
Thor Core	£29.00
Shift Assault	£14.00

FREE SHIRT PRINTING SERVICE WITH NEW SHIRT & JEANS

RACE SHIRTS ADULT

No Fear Elektron	£39.00
No Fear Rogue	£34.00
No Fear Spectrum	£29.00
Answer Alpha	£24.00
Answer Ion 08	£24.00
Answer Synchron 08	£19.00
Alpinestars Racer	£24.00
Thor Phase	£22.00
Thor Core	£39.00
Fox Flexair / Blitz	£38.00
Fox HC	£30.00
Shift Faction	£29.00
Shift Assault	£14.95
Troylee designs SE/GP	P.O.A

RACE JEANS JUNIOR

No Fear Rogue	£58.00
Answer	From £38.00
Fox	From £63.00
Thor	From £57.00
Shift Assault	£40.00
Alpinestars	From £47.00

MAIL ORDER Ring or visit poaracing.co.uk

RACE JEANS ADULT

No Fear Elektron	From £115.00
No Fear Rogue	From £95.00
No Fear Spectrum	From £74.00
Answer Synchron 08	£52.00
Answer Ion 08	£75.00
Answer Alpha	£95.00
Alpinestars Racer	£61.00
Thor Phase	£76.00
Thor Core	£125.00
Fox 360 / Blitz	£125.00
Fox 180	£80.00
Shift Faction	£99.00
Shift Assault	£49.00
Troylee designs SE	P.O.A
Troylee designs GP	P.O.A

ENDURO JACKETS/PANTS

RS Assen Kids Jkt	£49.00
Fox All Weather	£135.00
Fox Pant	£115.00
Fox Panther Pants	£90.00
Shift Enduro Jacket XC	£89.00
A/S Venture Jacket	£115.50
RST Jacket	£42.00

RAIN JACKETS/PANTS

Alpinestars El Nino Jkt	£57.00
Elnino Pants	£47.00
Alpinestars Rain Jacket	£32.00
Alpinestars Rain Pants	£28.00
Fox Fluid Jacket	£16.00
RST Kids Jacket	£15.00
RST Kids Overall	£15.00
RST Adult Jacket	£22.00

SOCKS

Fox FRI Kids	£8.50
Alpinestars Kids	£9.00
Fox Adult From	£10.00
Alpinestars Adult	£11.50
661	£10.00
Seal Skins	£26.00

HANDLEBARS/LEVERS

Renthal fat bar clamps	£39.00
Renthal twin walls	£86.50
Renthal fat bars	£60.00
Renthal anodized bars	£31.50
Pro Taper SE inc PAD	£36.50
Pro Taper EVO	£82.50
Pro Taper Contour	£60.00
Taper fitting kit	from £22.00
Taper bar pads	from £10.00



ASV F3 Levers	from £47.00
Disc/Clutch Levers	from £4.00
Clutch Rest	from £4.00
Polisport	£19.00
Acerbis H/Guards	£20.75

GRIPS

Pro Taper	from £4.85
Scott	from £3.65
Progrip Gel	from £7.40
Renthal	£6.70
Renthal Dual Layer	from £9.35
Grip Wire	£3.50
Grip wire twistlers	£16.50
Renthal grip glue	£3.95

AIR FILTERS

TwinAir filters	from £8.85
Air box cover	from £9.90
Filter Skins pack of 3	£13.00

CLUTCHES

Friction plates	from £18.50
EBC clutch kits	from £31.80
Talon baskets	from £75.00

CHAIN

Renthal 520 heavy duty	£40.00
Regina 520 heavy duty	£35.00
RK 520 heavy duty	£27.00
Renthal 428 heavy duty	£27.00
Regina 428 heavy duty	£26.75
Renthal 420 heavy duty	£20.00
Regina 420 heavy duty	£21.30
Renthal 520 O ring h/d	£54.00
Regina 520 O ring h/d	£53.00
RK 520 O ring h/d	£46.00
Izumi 415	£10.00

SPROCKETS

Gearbox	from £6.80
Wheel alloy	from £18.50
Wheel steel	from £16.00
Sprocket bolts	£7.40

DISCS/DISC PADS

Artrax Wavy Discs	£39.00
-------------------	--------

Braking Wavy	from £55.00
Dunlop	£17.50
EBC MX-S	£18.50
Goldfren	£12.00

ENDURO EQUIPMENT

Ultra H/D Tubes	£17.60
Heavy Duty Tubes	£11.00
Polis Brush From	£26.50
Barkbusters inc. fit kit	£50.50
Brushguards Acerbis	£19.75
Rally Pro brush Acerbis	£39.00
Acerbis Multipl	£61.00
Fit Kit Acerbis from	£23.00
Fender bag Acerbis	£17.50
Fender bag UFO from	£19.50
Front Fender bag	£5.95
Bum Bag Scott	from £25.50
Bum Bag Fox	£20.00
Bum Bag Shift	£19.00
Acerbis Profile	£39.00
Scott Enduro Bag	£28.00
Drink system Fox	£30.00
Drink bag	£19.50
Shift Drink Bag	£29.00
Headlight Acerbis	from £50.00
LED Stop/Tail Acerbis	£24.50
Gadget sump guards	£58.00

WORKSHOP EQUIPMENT

Deep Sump	£34.50
Boyesen Reeds	from £25.00
Boyesen Quick Shot	£69.50
Boyesen Ign Cover	from £68.00
Fork Seal Driver	£28.00
Tyre Changer	£74.00
Rim Savers	£3.50
Tyre levers Buzzetti	from £4.20
Tyre gauge low pressure	£5.00
Spoke key Buzzetti	£8.95
Bike stand Lift up	£34.00
For Stand 29/39/44cm	£37.00
Hydraulic Stand from	£190.00
Jerry can 20 litre	£23.00
Jerry can spout	£7.00
Tie down straps cam	£4.85
Tie down straps ratchet	£8.50
Exhaust blow out kit	£34.95
Exhaust packing	from £4.30
Gear lever	£12.00/£15.00
Fork seals	from £9.35
Wheel bearings	from £4.00
Clutch holding tool	£19.00
Plug spanner 14mm	£4.00
Plug span 14mm ratchet	£6.25
Chain breaker h/d	£16.50
Shock wrench	£6.50
Flywheel puller Buzzetti	£6.00
CRF Flywheel Puller	£16.50
T Bar 8,10,12mm	£3.50 each
Oil measure tube	£3.50
Plastic Renew	£16.50
Pulse Fuel Caps	£28.00
Pulse Breather Vent	£5.95

GRAPHICS

Rad/Tank Decals	from £44.00
F/M/G Decals	from £10.00
R/M/G Decals	from £14.00

PLASTICS

Polisport, UFO, Acerbis, Cycra	
--------------------------------	--

TYRES / TUBES / OILS

TOO MANY TO LIST!
 SEE WEB





SHAUN SIMPSON

KTM UK

KTM SXS motor
WP SXS suspension
Renthal
Motorex
Bott
FMF
Pro Carbon
Michelin
UFO Plast
Twin Air
Vesrah brake pads
Danger UK graphics
Pro Clean
DID

PASCAL LEURET

SUZUKI SWIFT MOTOCROSS TEAM

Renthal
Factory KYB
Works Connection
One Industries graphics
Twin Air
Akrapovic exhausts
Michelin
Hinson
RK Takasago chain
Putoline Oil
UFO Plast
Braking
Renthal sprockets
Talon wheels
Light Speed carbon



BRYAN MACKENZIE

ANIMAL TWISTED 7 KAWASAKI

Renthal
SBS brake pads
Talon
Braking
Motorex
Cycra
Muc Off
Maxxis tyres
DID chain
Pulse hardware
No Toil

WAYNE SMITH

PIONEER EMBERSON YAMAHA

Renthal
Sunline ARC levers
Langcourt
Pro Carbon
SDG seat
Regina chain
RTS flowing
WRP plastic
Silkolene
Talon wheels
Pirelli
Danger UK graphics
DEP

Finna air filters
Hiflo oil filters
GMX radiators
Bud KYB
Vertex piston
NGK

5.0	37
1.2	(87 in lb)
1.0	(7.2 in lb)
1.2	(106 in lb)
1.2	(106 in lb)
0.7	5.2
1.5	11
1.0	(87 in lb)
2.5	18
5.0	(87 in lb)

DANGERUK GRAPHICS

kits £39 includes air box

Designer kits £39

BACK-1



BACK-2



BACK-3



BACK-4



NEW STUFF
EVERY WEEK
VISIT THE
WEBSITE
TODAY

ORDER ONLINE

DANGER-UK.CO.UK 01263 731885

Alex ROCKWELL

motor technology to a whole new level



MXW head modification from £350.00
Copper valve seat installation £50.00 each
Re-cut valve seats £15.00 each



CP High Compression
Pistons from £139.25



MXW Camshaft
From £180.00



Xceldyne Titanium
Valves from £94.75 each
Valve springs from £20.50 each
DLC valve buckets from £58.00 each
Titanium retainers from £19.50 each
Copper valve guides from £12.25 each
Copper valve seats from £14.75 each



HGS Exhausts
4T from £335.00
2T pipes from £136.13
2T silencers from £59.53



Clutch spring sets
from £30.95



Vortex Ignitions £ 265.00



Clutch covers
from £75.00



SFS Hose sets
from £38.50



Engine plug kits from £29.60
Fuel mixture screws £9.95

MXW Racing technologies

19-20 Arches Business Centre Mill Road Rugby CV21 1QW F:01788 541008 E:mxw@motocrossworld.com

01788 535207

All prices + VAT



CHRIS BASTICK

KRM RACING TEAM

Pro Taper
Golden Tyre
Fro Systems
Pro Clean
Polisport
Putoline
SM Pro wheels
Sunline ARC
DEP pipes
Gold Fren
Fusion graphics
NGK
Moto Master
Venhill
Regina
Apico sprockets

MARK EASTWOOD

WISECO UK EASTWOOD RACING

Renthal
Wiseco pistons
DEP pipes
ERS suspension
Zero Nine Graffix
Pirelli
Silkolene



MARK HUCKLEBRIDGE

MOTOXTREME KAWASAKI

Motorex
Renthal
DID chain
Dunlop
Twin Air
HGS
Sunline ARC
KYB kit

JORDAN ROSE

PAR HOMES HONDA

Fro Systems
Renthal
Rock Oil
Twin Air
Moto Master
Talon wheels
Vertex pistons
Golden Tyre
Leo Vince
UFO Plast
STM slipper clutch
GMX rads
Multitek motors and suspension

Feel like you're riding one of these at times?



Talk to the suspension experts

Pro-action
SUSPENSION AND MOTORS

For brochure or advice tel: 01977 672400 or visit: www.pro-action.com

KYB SHOWA ÖHLINS MARZOCCHI WP Elbach

2008
VALVING SPECS
AVAILABLE

Special Packages from
£229.95

Leisurewear from
£5.68

AVAILABLE NOW!

Leat Braces from
£324.95

HELMETS FROM
£99.99

BOOTS FROM
£99.99

EXHAUSTS FROM
£81.99

CALL OR LOG-ON
FOR YOUR FREE
OFF ROAD
CATALOGUE

ANSWER ACERBIS ALPINESTARS AKRAPOVIC APICO ARAI ASV BOYSEN
BREMBO DEVIL DUNLOP EVS EXCEL FMF FRO SYSTEMS GALFER KNOX
LEATT MICHELIN MOTOMASTER MUCOFF OAKLEY ONE INDUSTRIES PIRELLI
PRO TAPER PUTOLINE RENTHAL SCAR STOMPGRIP TWIN AIR VENHILL

0845 365 5613
www.demon-tweeks.co.uk

demon tweeks
MOTORCYCLE *Direct*
OFF ROAD

MEDIA CODE WZ342B



MARTIN BARR

UTAG YAMAHA.COM

Yamalube oils
Renthal
Talon
Akrapovic
Michelin
Triple S chain
YMT Technology
ATOL
Venhill cables
Twin Air
Braking
Pro Carbon
Muc Off



TOM CHURCH

MOLSON KAWASAKI

Showa Factory
Renthal
Motorex
Braking
Haan wheels
DP brake pads
Neken T clamps.
Light Speed carbon
RaceTech plastics
NGK
Twin Air
SRS pistons
Xleidyne valves
NGK
In-house motor development
Michelin



OLIVER SANDIFORD-SMITH

CCM MOTORCYCLES

Renthal
Dunlop
Brembo brakes
Regina
Twin Air
Pro Seal UK
DEP
Venhill cables
Pulse hardware
Talon wheels
CRM custom airbox
Blink graphics
Acerbis plastic
WP suspension



JOE DARK

MEREDITH SUZUKI

Motorex
DID
Vesrah
Pirelli
Leo Vince/Akrapovic

*Smoothly does it!
TC's hoping his style
will ease his passage
up to the 450F*

BOXING CLEVER!

TOM CHURCH IS IN FOR THE FIGHT OF HIS LIFE IN 2008 AS HE WEIGHS IN FOR THE MX1 CLASS WHERE HE HOPES HIS SMOOTH AND STEADY STYLE WILL HELP HIM RISE UP THE RANKINGS...

Words and photos by **Sutty/GMC**



free... laid up fire & theft insurance*

with **bikers home
insurance** from mce.



The only home insurance
policy that also covers
your **bikes, riding gear
and helmets**.

Call us on

0870 112 24 00

or visit us online at

www.mcebikershome.com



*Cover subject to status.



Rather than building on the back of a solid season in MX2 competition – the first full season he's completed injury-free in eight years as a professional motocross racer – Tom Church is headed to pastures new in 2008 with a full-time ride in with the heavy hitters of the MX1 class in the world and British championships.

A moto winner in the 2007 British MX2 championship and a consistent top-15 runner in grand prix motos, Tom ran as high as 13th in the MX2 world championship standings before a run of bad form and some crazy bad luck resulted in non-qualification for the Czech GP. TC eventually slipped to 20th in the championship standings – by far his best result in the series but nowhere near what it could have been.

But always wanting to make his mark on bigger bikes and also aware that time is ticking on his motocross career, Tom – who's now aged 26 (making him a full 11 years older than MX1 class rookie Scott Elderfield) – made the decision to move up to the MX1 division.

"It was around the time of the Czech GP that I started to think seriously about 2008," says Tom. "I decided that I didn't want to be jumping

on to a 450 for the first time at the age of 27 so I felt that I had to get on a 450 in 2008.

"I'd always wanted to ride a 450. My plan had been to have a really good year on the 250 first but because of the injuries I had pretty much every year I never had that really good year and I also didn't want to come back and jump straight on a 450 after being hurt. The way I saw it was that I'd had my best season ever in 2007 and also another year on the 250 would be another year not on the 450."

It's easy to assume at this point that with Tom being the son of Molson team owner Mike Church and brother of team manager Lisa Church that everyone would bend over backwards to accommodate Tom's whims. But as well as it not being that simple in practical terms it was also the last thing Tom wanted.

"I didn't want them to feel like they had to give me an MX1 ride just because of who I am," explains TC. "Obviously it's still my family's team and some people think I just get a ride because of that but if everyone on the team was against my move to MX1 but felt like they had to do it then I didn't want to be a part of it."

And to add to the difficulties Tom's decision

was already creating, the problem was exasperated by the Molson team being given full factory status in the MX2 class by Kawasaki. So at one stage it looked like TC might have to leave the family team for the second time in his career in search of a 450 ride.

"I had a look round and spoke to a few other teams but I don't think anybody took me that seriously because of who I was. It was the truth though, I didn't want to ride the 250 again because I wanted to be on the 450 but that wasn't possible with the Molson team at that time."

Then salvation came from the strangest of places – Billy MacKenzie signed for CAS Honda and everything simply slotted together like a piece of Swedish flat-pack furniture.

"When Billy decided to leave Jan De Groot's Kawasaki Racing Team that left Kawasaki with no MX1 front runner in the British championship – they have a few great supported riders but nobody who could potentially win the title for them – so initially Steve Guttridge [Kawasaki Europe's Team Green coordinator] said I could ride a 450 in the British championship but I'd have to ride a 250 in the world championship. >>





Vee Rubber

RACE PROVEN

Vee Rubber introduce their 3rd Generation MX-Pro tyres proving once again that high performance doesn't have to mean high prices

ISO 9002
QUALITY CERTIFIED

	RRP
250-10 VRM140F	£10.03
250-10 VRM174	£10.03
275-10 VRM271	£13.97
250-12 VRM270	£13.74
300-12 VRM174	£13.74
80/100-12 VRM140R	£13.74
410x14 VRM109R	£20.03
60/100-14 VRM272	£18.32
80/100-14 VRM140R	£18.66
90/100x16 VRM140R	£21.77
70/100-17 VRM140F	£16.13
450x17 VRM109R	£35.28
400x18 VRM109R	£27.75
450x18 VRM109R	£31.40
100/100-18 VRM140R	£29.55
100/100-18 VRM229	£29.55
110/100-18 VRM140R	£31.84
110/100-18 VRM229	£31.84
120/100-18 VRM140R	£33.39
70/100x19 VRM140F	£20.27
100/90-19 VRM140R	£36.06
100/90-19 VRM229	£36.06
110/90-19 VRM140R	£36.76
110/90-19 VRM229	£36.76
120/90-19 VRM140R	£39.41
90/100-20 VRM240	£41.18
300x21 VRM109F	£30.06
80/100x21 VRM140F	£28.28
80/100x21 VRM229	£28.28
6W ENDURO TYRES	
90/90x21 VRM211 54R	£33.33
120/90x18 VRM211 65R	£37.63
140/80x18 VRM211 70R	£43.97
COMPETITION TRIALS TYRES	
350x17 VRM308 54L	£45.56
400x18 VRM308 64L	£51.94
250x19 VRM308 41L	£28.94
275x21 VRM308 45L	£32.86

PRICES EXCLUDE VAT

- 6-Ply tyres at 4-Ply prices
- Complete sizes for pee-wee through to 600 MX bikes
- Tested and approved by professional racers!

*Distributed in the UK & Ireland
by Bike Alert plc, London*

TOM ON...

2007 >>

"It was the first year where I managed to complete a whole season so that was an achievement in itself for me. Results wise it was up and down. It started well and I had some really good rides at the start of the season, a few bad ones in the middle then I sort of pulled it together at the end again."

"It was hard to put a whole season together – I'd pushed so hard at the start of the year to get back up to pace after 2006 and as a result the middle of the season suffered but I'd never lasted that long before. It's hard to do a full season of British and world championship races."

"There were times when I think I could have done better – especially at the GPs. There were times when I'd throw it away or get a bad start or whatever – it just seems like I'd throw good points away at the GPs. I ended up 20th but I was as high as 13th at one point so yeah I was a little disappointed in the end."

A FACTORY TWO-FIDDY >>

"I'm not too bothered to be missing out on riding the factory 250F this year to be honest – at Molson we've always had good bikes anyway. I'm sure they'll be great for Swordy and Gautier this year but I know how great our 250F was last year because of the amount of work our chief mechanic Fred Lavergne put into it. I'm just pleased to be on a 450 this year."

GP CHANGES >>

"Ever since I've raced GPs everything has constantly changed – they went to single races then back to two races, the qualifying system changed, there's been the whole four-stroke thing, there's the 350 thing, the age limit and 250 two-strokes in MX2 thing and so on – it'd be nice to have some stability for a change."

LEATT BRACES >>

"In my opinion I don't see why anyone wouldn't wear one – I can't even tell I've got mine on when I use it. I think better protection for riders is a positive thing for the sport. Yeah, people are still gonna break their backs but if a Leatt Brace can stop even one out of 100 people from seriously injuring themselves then they're well worth it."



"Then, luckily for me, Kawasaki decided that was kind of pointless and when Gautier Paulin signed for the team that meant they had three great MX2 riders and the result was I could stay on the team as a full-time 450 rider."

Despite the Molson team running factory machines in the MX2 class TC's race bike is far from being factory exotica – which probably says plenty about the 450 Kawasaki you or I could pick up from a Team Green dealer today. "I'm pretty pumped with my 450. The bike I race is basically just a standard KX450F with factory Showa suspension and an Akrapovic pipe."

"My mechanic Adam Lithgow and I have tried some different engine parts but to be honest the motor is very strong once you fit a decent pipe to the bike and I also didn't want to be messing about too much during the off-season testing

parts – the bike does what I want when I want it to and it's really strong out of the gate.

"Also by using a standard bike I'm able to jump from my practice bike to my race bike and it feels exactly the same. That makes life easier for now and I can concentrate purely on racing. Later in the year we'll possibly look at changing things with the engine but I'm not sure if we will because the standard package is so good."

While the bike is good to go in stock trim TC's had to modify himself for the season ahead. "I've done a lot of weights over the winter to get that bit stronger – especially my right shoulder which had been playing up. I'm definitely as strong as anyone that I train with – I may not look so big but I certainly pack a punch."

"If you look at the best guys on the 450s like Josh Coppins, Steve Ramon and Stefan Everts

they might be strong but they're not bulky or massive. You can lift weights until you're blue in the face but you've got to be able to ride the bike well too so that's what I've been mostly concentrating on.

"It's easy to find the motivation to go riding at the moment because I'm really enjoying being on the 450. I'm smooth on a bike and I think the 450 suits my style of riding. Lots of people look at me and say I'm not trying that hard but believe me every time I ride I'm pushing at 100 per cent – even when I see myself riding on TV I have to admit that it looks like I'm not but I am."

"The main thing is I'm just gonna try my hardest this year, learn every week, race hard and enjoy myself. I feel like I'm in the best shape of my life and my riding is as good as it's ever been."



Telephone : 01782 338700

Email : sales@dkoffroad.co.uk www.dkoffroad.co.uk

Swift House, Liverpool Road (A34), Newcastle Under Lyme, Staffs ST5 9JJ



YAMAHA YZ250F 08

£4399



KAWASAKI KX250F 08

GOING QUICK!!!

ONLY 3 LEFT



SUZUKI RMZ450 07

£3699



KAWASAKI KLX450 08



ONLY 5 LEFT, BE QUICK!!!!

£CALL
THE UK'S
BEST PRICE

SEE ALL OUR NEW & USED BIKES ONLINE : WWW.DKOFFROAD.CO.UK AUTHORISED DEALERS



NEW STOCK : EVERY MAKE AND MODEL SUPPLIED, AND NOW 'KAWASAKI'...

APRILIA SXV 450/550	2007	FROM £6,199	KAWASAKI KX 85 S/W	2006	£1,899	KAWASAKI KX 450F	2007	IN STOCK
APRILIA SXV 450/550	2007	FROM £5,699	KAWASAKI KX 85	2007	PHONE	SUZUKI RMZ 450	2006	£3,399
HONDA CRF150 S/W	2007	£2,999	KAWASAKI KX 85 S/W	2007	FOR	YAMAHA YZ 250F	2007	£4,499
HONDA CRF150 B/W	2007	£3,199	KAWASAKI KX 85 B/W	2007	BEST	YAMAHA YZ 450F	2007	£4,599
HONDA CR 125	2007	£3,899	KAWASAKI KX 125	2007	PRICE	YAMAHA WR 250F	2007	£4,299
HONDA CR 250	2007	£3,999	KAWASAKI KX 250	2007	ALL IN STOCK	YAMAHA WR 450F	2007	£4,599
HONDA CRF 250	2007	£4,599	KAWASAKI KX 250F	2007	IN STOCK			

PLEASE CALL FOR DETAILS!



blackhorse
MOTORCYCLE FINANCE

USED STOCK : THIS IS JUST A SMALL SELECTION WE HAVE OVER 200 IN STOCK

HONDA CR85	03-06	x3 FROM £999	KAWASAKI KX125	00-06	x5 FROM £1,799	KTM SX250F	2006	x2 FROM £3,399	YAMAHA YZ450F	04-06	x4 FROM £2,499
HONDA CR125	93-06	x7 FROM £999	KAWASAKI KX250F	04-06	x3 FROM £2,199	KTM SX525	2003	£2,199			
HONDA CR250	97-06	x3 FROM £1,499	KAWASAKI KX250	02-06	x5 FROM £1,999	SUZUKI RM125	02-05	x6 FROM £1,999	HONDA XR250	01-03	x3 FROM £2,299
HONDA CRF250	2005	x2 FROM £2,599	KAWASAKI KX450F	06	x3 FROM £3,299	SUZUKI RM250	01-05	x5 FROM £1,899	HONDA XR400	2003	x3 FROM £2,499
HONDA CRF250	2006	x2 FROM £3,299	KTM SX 85 B/W	04-05	x2 FROM £1,499	YAMAHA YZ125	03-06	x8 FROM £1,999	KAWASAKI KX220	2003	£2,299
HONDA CRF450	2006	x2 FROM £3,299	KTM SX125	01-05	x6 FROM £1,999	YAMAHA YZ250	39236	x6 FROM £2,299	YAMAHA WR250F	01-04	x4 FROM £2,199
KAWASAKI KX85	04-05	x3 FROM £1,299	KTM SX200	03-04	x2 FROM £2,199	YAMAHA YZ250F	39236	x3 FROM £2,199			



AVAILABLE IN:
BLACK/BLACK
WHITE/BLACK
RED/BLACK
BLUE/BLACK
YELLOW/BLACK
GOLD/BLACK



FROM
£99.99

20 LITRE
JERRY CANS
NOW ONLY £9.99



PRO TAPER BARS
FOR A LIMITED TIME ONLY
ONLY £29.99



ALPINESTARS
TECH 3 BOOTS
£CALL



ALPINESTARS
TECH 7 BOOTS
£CALL



ALPINESTARS
TECH 10 BOOTS
£CALL



TCX
TCX PRO
£189.99



FOX
COMP 5 BOOTS
£129.99



ARAI
NARITA 2
£199.99
MORE ARAI
FROM ONLY **£149.99**



ASTERISK
AUTHORISED
DEALERS
FITTING
SERVICE
AVAILABLE



DELKEVICI
KNEE BRACE
£99.99



LEATT
NECK
BRACE
CALL FOR DETAILS



ARAI VX3 FLAME
FREE RIP N ROLL GOGGLES
& FREE DELIVERY
£299.99



ARAI WING FLAME
FREE CROWBAR GOGGLES
& 40 TEAROFFS
£349.99





AUTHORISED DEALERS

Kawasaki
Team Green

off road **aprilia**

The largest motorcycle showroom in the UK



DK STARTER KIT

ANSWER 2008 SYNCHRON KIT
BENK DVS PRO BOOTS
FST HELMET
DELUXE BODY ARMOUR

ONLY **£249.99**



ONLY **£249.99**

WHILST STOCKS LAST!!!
MORE COLOURS AVAILABLE

BUY NOW at our secure
online ordering shop!

BUY ONLINE NOW
www.dkoffroad.co.uk

All these fantastic offers are available to buy online NOW!

**2008
CORE
RACE KIT**

£149.99

NO FREE DELIVERY

**2008
ENCORE II
RACE KIT**

£194.99

FREE OAKLEY
GOOGLES &
40 TEAR OFFS

NO FREE DELIVERY

NOW IN STOCK!
DC SHOES & CLOTHING

DC

HOODIES
JACKETS
T-SHIRTS
TRAINERS
BEANIES
FULL
RANGE ONLINE

CLEARANCE!

**2008
PHASE
RACE KIT**

£99.99

NO FREE DELIVERY

**2008
HC 180
RACE KIT**

£129.99

NO FREE DELIVERY

**2008
ANSWER
SYNCHRON
RACE KIT**

£84.99

FREE OAKLEY
GOOGLES

NO FREE DELIVERY

**2008
ANSWER
ION
RACE KIT**

£109.99

FREE OAKLEY
GOOGLES

NO FREE DELIVERY

**2008
ANSWER
ALPHA
RACE KIT**

£149.99

FREE RIP N
ROLL GOOGLES

NO FREE DELIVERY

**2008
ANSWER
ALPHA AIR
RACE KIT**

£149.99

FREE RIP N
ROLL GOOGLES

NO FREE DELIVERY

OAKLEY

OAKLEY STRIDE
40 TEAR OFFS **£19.99**

OAKLEY SHENK
40 TEAR OFFS **£37.99**

OAKLEY
FOR
MAIN ENCORE GOOGLES

£29.99

RIP N ROLL

RIP N ROLL
GOOGLES **£38.99**

TRIP N ROLL
GOOGLES **£36.99**

**2008
BANKET
RACE KIT**

£99.99

LAZER

MOO
HELMETS

£CALL?

**PRO CIRCUIT
HELMET**

£189.99

FREE OAKLEY
GOOGLES &
40 TEAR OFFS

**2008
SENTINEL
ARMOUR**

£59.99

LAZER

MOO
HELMETS

£CALL?

Telephone: 01782 338700 [www: www.dkoffroad.co.uk](http://www.dkoffroad.co.uk) Email: sales@dkoffroad.co.uk

Trey Canard has had a stellar start to the 2008 SX season

ROOKIE RIPPER!

HE'S FAST, HE'S GINGER, HE'S RIPPING STATESIDE – SOUND FAMILIAR? WELL THIS FAST, GINGER, STATESIDE RIPPER ISN'T RYAN VILLOPOTO, HE'S TREY CANARD – AND HE'S BEATING RV...



STATESIDE

Steve Cox is an American moto-journalist who follows the entire AMA SXMX tour. Since moving on from US weekly Cycle News he's struck out on his own to do the freelance thing and recently became one of

Racer X's editors at large. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...



Trey Canard isn't just the latest in a line of fast redheads. He is regarded as probably the most mature rider in his 'graduating class' and definitely the most successful so far. But the reason why he is so successful isn't so quickly apparent – unless you know a bit about his history.

Five years ago Trey's dad died in a tractor accident and, very suddenly, Trey was faced with a life without his father and the possibility of a life without racing. Without his dad's income his family couldn't really afford to keep him racing and if it wasn't for the support he got from his dedicated amateur sponsors who stepped up to help him out Trey wouldn't be where he is today.

And five years on Canard is having one of the best rookie supercross seasons in history and looks like a shoe-in to win his first championship at his first try. In a way he can thank his dad for it – for the maturity he achieved in living through his father's death and for the example his dad left for him to live up to.

DBR: You came into this season with just a couple of Nationals under your belt last season and even your own team didn't expect you to do what you did in winning the first three rounds and leading the points right off...

TC: "I don't think that anyone ever really expected me to do anything in supercross just because I had never really had a chance to ride that style of track and I never raced it before. My expectations were to go try to win, though. I'm a racer and if I wasn't out there to win then why would I even be out there? I just wanted to do the best that I could and try to be on the box and give it all I had. Those were my real expectations. Obviously, I really wanted to win but I'd be fine with knowing that I did everything that I possibly could. As far as the team goes, though, I know those guys didn't expect anything so that took a little pressure off of me – but that doesn't mean I didn't expect much of myself."

DBR: Did you ever feel the pressure starting to mount after you won one, then two, then three?

TC: "No, I don't think any pressure ever occurred. I just tried to push it every race and try to take it a step at a time."

DBR: Some of the guys you used to battle with in the amateurs – like Nico Izzi and Austin Stroupe – haven't seen the kind of success you have. What's the difference?

TC: "I don't know. Obviously, they're not in my shoes and I'm not in theirs. They might have different circumstances than I have, so... I know we're all really close and I know we're all good riders and I think things just kind of clicked for me in the first three rounds. I know that I was as prepared as possible and I did everything that I could possibly do to do the best that I could."

DBR: Let's talk a little bit about your dad. He was a big part of your life and he died when you were still very young. A lot of people talk about how mature you are. Did the loss of your dad have a lot to do with your maturity?

TC: "Absolutely. It's never something you want to happen – I mean, you don't ever want it to happen – but it definitely helped me to mature a lot and kind of really forced me to mature. It's something I think about every day and I think it's definitely motivation. I try to be a better person every day and he is a big part of that. It definitely helped me mature a lot."

DBR: Five years on from his death, is it still something that hurts every day?

TC: "Obviously it hurts, still. It's not something that anyone wants to go through. It's something that you don't ever think would happen to you and when it does it sucks but it's reality. But I'm not too worried about it because I know I'll see him again. I know for sure I'll see him again. So right now I'm just trying to keep his name going and do everything I can to make him proud."

DBR: Many people in your situation talk about feeling like the person they lost is still around. Do you feel that way, too?

TC: "Yeah, absolutely. I know he's there every weekend and I know he's there rooting me on and hopefully I'm making him proud."

DBR: Not to dwell on this too much but now that you have a few years between when you lost your dad and today can you describe what it was like at the time?

TC: "It didn't really hit me until probably a couple weeks after it happened. The first two weeks, I was just kind of in a daze and I didn't know what to do. That's just something you don't think about. There's a person in your life that has been there your whole life and then it just stops one day. It's hard but it makes it easier to know that I'll see him again. I can go throughout the day and not worry about it too much."



I just keep doing what I need to do and try to be a better person."

DBR: At 17 years of age you're thrust into the limelight – all of a sudden you're winning races and everyone wants to interview you and get your autograph. Then at Minneapolis you get fourth and almost no journalists show up to talk to you. What is this rollercoaster ride like for you?

TC: "I try not to let it affect me too much because I know that's the reality of our sport – one second you're great and the next you're not. I can look to my left and look to my right right now and these same people are always going to be around me and the people who really care about me are always going to be around me and the people that are there to get the glory are the people that I shouldn't really care about. If they can't be there through the good and the bad I know they really don't care about me. I think I have a good group of people behind me and I know the people who have always been there will continue to be."

DBR: You redheads always seem to go fast and it draws comparisons since Ricky Carmichael was a redhead too. But Ryan Villopoto has been compared a lot to Ricky Carmichael and here you are doing something neither of them was able to do – which is win your first three supercross races and possibly your first SX championship. Have you even thought about that?

TC: "I'm really fortunate and I think that a lot of hard work paid off. For it to happen the first three times was just incredible and I know that I've done nothing special, though. I know there are a lot of guys who have won three races and then haven't gotten too far in the sport so I'm trying not to get too excited about it."

"I just keep rolling forward and if I keep giving it everything I've got every day then maybe someday I will get far. Hopefully, someday I'll live up to some expectations and try to be Ricky Carmichael someday. That's everyone's ultimate goal and if you're not out there with that goal then I don't know why you'd want to be out there."

DBR: That's some amazing perspective and it's not really common from a 17-year-old who just started racing professionally. For most if they win three

races it's as if they are already the best. It's crazy how you don't get cocky...

TC: "I never will. You're only as good as your last race and you're only as good as the effort you put in. I believe you get what you deserve and I'm just going to try and keep plugging away and maybe someday I will be great. But for now I'm just going to keep my head down and try to keep plugging away."

DBR: But that's exactly what Ricky Carmichael will tell you he did if you ever ask him. He says he kept his head down and kept pushing and then one day, 10 years later, he looked up and saw records that fell everywhere.

TC: "When you're talking about Ricky Carmichael it's hard to even think about coming close to filling his shoes. He is obviously the greatest of all time and he's done more than anyone else in the sport. Until the day that I break his record or anything like that I can't even begin to think I'm great and no-one can tell me that I'm great because I'm not. I'm just going to keep my head down and try to keep that attitude that one race doesn't make me special. I'm just lucky to be able to do what I do and I've got to try not to take it for granted and keep plugging away."

DBR: You're a very modest guy – outwardly – but there's got to be part of you that's pretty cocky in order to race with the guys you race with and beat them?

TC: "We're racers and we kind of have to have the mentality that 'I can go out there and win this race' but now I just try to be the best I can be every week. But, yeah, it takes a level of confidence and if you don't have that confidence it's kind of hard to get up on that line with those other guys and compete. You can admire people and respect them but when it comes down to it it's you on the bike and you've got to be the guy who wants it the most."

DBR: But you're racing against Ryan Villopoto who's established himself in the last couple years as the fastest 250F rider on the planet...

TC: "At a certain point it kind of hit me that that's who that is but I look at it as we're all human beings and we all have two hands, two feet and a heartbeat and we're all the same out there. No-one's special. We all have the same bodies and whoever prepares it right and gets in the right mindset is going to be the better man on the day."



G'day? Not really... Chad Reed makes like
The Creature from the Black Lagoon as he
walks away from his dead Yamaha at Daytona





ERODED!

A FLOODED DAYTONA THREATENS TO WASH AWAY SPEEDY REEDY'S SERIES LEAD BUT THE AUSSIE PULLS BACK PRONTO IN TORONTO...

Just when it seems the AMA SX championship is a foregone conclusion, San Manuel Yamaha's Chad Reed takes his foot off of the throat of his main competition – Torco Racing Fuels Honda's Kevin Windham.

The Daytona SX is probably a race that shouldn't run without life jackets but the AMA call the riders to the line anyway to face the muddy, flooded circuit during what can only be described as a deluge. The 450cc Main Event gets under way with standing water around every corner and between every jump and bump and Reed sneaks around the inside of the first turn to grab the lead right away, although he pulls away quickly when he apparently inadvertently cuts the track a few turns into the race. However, it's a track that is impossible to remain mistake-free on and it bites Reed only three laps in when he goes down, handing the lead to Windham – albeit temporarily – as K-Dub takes his turn getting stuck in the mud and hands the lead right back to Reed.

Reed's lead lasts a couple more laps before he crashes off of the track again, handing the lead back to Windham. But then Reed remounts, races up

the side of the track (off of the track) and takes the lead back from Windham as he re-enters the track. After that Windham decides to stop for goggles, perhaps thinking that Reed will be penalized for his off-track excursions – or maybe he just can't see.

Windham re-enters the race in second but he's too far behind Reed to challenge and rides the remaining laps as if to settle for second – until three turns from the finish when Reed's bike decides it's had enough and belches flames before losing fire altogether. A minute later, as he continues to kick desperately, Windham rides past – his own bike sputtering from water in the ignition – and takes the win, his second of the season.

"At that point I had really just accepted second," Windham says. "I got something handed to me but at the same time I had to pull into the pits for goggles and I got stuck myself and I fell and I had the blubbers and stuff going on so I was really pretty pumped with my ride, still being in second, because that was a lot of stuff to have go on in a race. And when I got stuck, I was

1stMX.co.uk



Free
Catalogue
**CALL
NOW**

2008

PHASE COMBO DEAL
Thor Phase Kit,
Armour, Boots
& Goggles
£249.99

Thor Core Kit £169.99 Thor Phase Kit £99.99

2008

FOX

Fox Enduro II £199

FOX 180 Kit £129.99

New 08
Fox
Comp 5
Boot
£124.99

2008

SHIFT

Shift Assault Kit
£84.99

Shift Strike Kit
£119.99

New 2008 Shift Agent Helmets £84.99

1stMX.co.uk The Midlands Best Motocross Shop!
CALL 01530 813000 OR 07970 472446. NOW!

OFF ROAD WORLD

Lichfield Road-Coleshill-Birmingham, B46 1NU

Come and see the 2x biggest names in the sport battle it out for your support in what must be the biggest and best off road shop for clothing and accessories in the UK:
Off Road World, Lichfield Road, Coleshill, Birmingham, B46 1NU

www.offroadworld.co.uk
OPEN 7 DAYS A WEEK
Tel : 0121 747 22 90

Rims
SM Pro Rims are made from 7111-T1 Series Strong Alloy. All rim undertake a hard anodized coat (12 colour options available). Tested and used all over the world by many of the top teams / riders in MX / Enduro / SK. Extensive range of sizes for all Machines Junior and Adults are available from about.

Hubs
All hubs are made from Machined Billet Aluminium they include : Spacers / Bearings / Disc & Sprocket Hubs. The hubs use OEM fitment of Sprockets and Discs and come Heat Anodized in 8 Colour options + Ultra Lite and Carbon versions.

Spokes
SM Pro spokes have been developed over hundreds of hours by testing and refining. The end result is a Stainless Steel Spoke of the highest quality and designed for maximum strength but with the right amount of flex needed to maximize the shape and form of the wheel when you come a jump or ride the whoops. We also Supply SM Pro Spokes in 5 colour ways: Silver / Black / Blue / Red / Gold

Nipples
We have 3 x nipples available to suit all needs: Steel = Strength, Brass/Nickel coated = All round performance and finish, Alloy (Multiple colour options) = For weight reduction

Experience (the most important part)
We have been making wheels for over 110 years. All wheel technicians are factory based and all the wheels are built, trued and finished by hand, here in the UK.

Available for your bike now... Phone us now for the latest deals

Honda CRF450
Red Talon Hubs
Black Rims
S/S Spokes
= **£483**

Evolution of the wheel → Revolution of the wheel → The above Price is for the wheels built inc all spacers/Bearings.

almost ready to take it to the truck. I just thought there was no way I was getting out of that hole. I just kept my head down, kept plugging away and when I saw the big two-two drowned out in a puddle I couldn't believe it. To win Daytona is a dream and there's a lot of emphasis put on this race by a lot of people. It wasn't a typical Daytona but at the same time Daytona's known for being brutal and I don't think it can get much more brutal than that..."

Reed walks off in disgust but is credited with sixth place as he lapped up to fifth and then later drops one more position for cutting the track during the race, losing 11 points to Windham in the championship chase.

"I mean, Daytona, honestly, thinking about it, I'm bummed that I gave up those points and I'm bummed at the AMA," Reed says. "Obviously, there's two sides to the story but I thought they handled it, you know, not the greatest. But it felt good. I walked away from the bike knowing that I gave it everything I had and didn't leave anything on the table and I said in the press conference in Anaheim that that was the goal, you know?"

After Daytona the series heads to Minneapolis. Local boy and 450cc rookie (in only his third 450cc race) Ryan Dungey from Rockstar/Makita Suzuki grabs the holeshot, followed closely by Yamaha's Josh Hill, Windham, Honda Red Bull's Andrew Short and Reed. Reed, suffering from nausea throughout the day, immediately starts working his way through the pack, passing Short, then Windham, then Dungey in nearly successive laps before setting out after Hill. Just as he catches Hill, Reed gets tossed off his bike in the whoops and goes down in a heap, handing Hill a sizeable lead over Dungey and Windham. Reed remounts eighth.

For the next 12 laps Hill maintains his lead and lands his first ever 450cc Main Event win with fellow 18-year-old Dungey grabbing second, just in front of 30-year-old Windham. Hill doesn't want to get cocky though...

"I mean, Chad had problems," he says. "I haven't beaten Chad straight-up. Has anybody? I haven't been paying attention. I've been in the back of the pack. I don't know if anyone has beaten him straight-up yet. He's gnarly! I guess [James] Stewart did. But it's going to be tough. It's not going to be easy at all to do this again and my rollercoaster-ride season...if I keep my track record I should be 17th next weekend. But I think my programme has really improved where I'm mentally in the game a lot more when I show up to the race. Before, I'd really work hard during the week and I'd do my homework but I'd show up at the race and either be drained or just mentally not focused enough and I think Ryan Hughes has really helped me out with that."



Yeehaw! Josh Hill wins in Minneapolis



Ryan Dungey holds off Kevin Windham



First corner carnage in Daytona



SERIES STANDINGS

SUPERCROSS

1	Chad Reed	262 points
2	Kevin Windham	242
3	Andrew Short	190
4	Davi Millsaps	184
5	Josh Hill	151
6	Timmy Ferry	151
7	Nate Ramsey	137
8	David Vuillemin	123
9	Nick Wey	110
10	Paul Carpenter	107

Reed finishes seventh for the second week in a row – this time losing a further six points to Windham – and leads Windham by just 17 points. Before Daytona the lead was exactly double that.

Somehow, round 12 of the AMA SX series (key acronym here is AMA) is held in Toronto, Canada, after a weekend off to celebrate Easter (the first weekend off of the year). The track inside Rogers Centre was frozen when it was built and this means that it thaws over the course of the event, creating a mud race inside a domed stadium!

After finishing a ways back in his heat race, Reed grabs the Main Event holeshot over Hill, Honda Red Bull's Davi Millsaps, Short and Windham. Hill promptly crashes out of second, handing the spot to Millsaps, who promptly crashes and hands the spot to Windham, who promptly crashes and hands the spot back to Millsaps, who promptly goes off the track and allows Windham back onto his rear tyre. Over the next few laps Windham works on Millsaps, then makes the pass with only five laps remaining. But Reed is long gone. Windham is forced to settle for second while Millsaps is third, Short is fourth and Hill recovers for fifth.

"The dirt was horrible!" Reed says. "It was survival out there. It was important to get that holeshot and try to get out front and I just tried to control the race. I watched the pitboard and I just tried to keep [the gap] at 10 seconds and anything under that I tried to pick it up a little bit. I think the key tonight was that slow was fast."

So Reed extends his points lead back up to 20 over Windham with only four rounds to go. "It was a race where I knew that mistakes were going to be made," Windham admits. "I felt like the last part of that race was pretty respectable for me. I made up some ground on Chad but who knows how hard he was riding. I was happy about the later part of the race – three points is a lot better than five points to lose to Chad at this point."



Davi Millsaps nabs third as the series shifts north to Canada





mission CONTROL
www.missionmx.co.uk
08 PHASE / 08 CORE

**Call Now for
Your FREE
2008!
Catalogue!**

Mail Order: 
Tel: 0845 603 6240
Tel: 01568 615642
 Online: www.missionmx.co.uk
 Email: sales@missionmx.co.uk
 Mon - Fri 9.00 - 5.30pm, Sat 9.00 - 1.00pm

**2008
PHASE YOUTH
£76.98
Jersey & Pants!**

**2008
THOR PHASE
£99.98
Jersey & Pants!**

**2008
CORE YOUTH
£129.98
Jersey & Pants!**

**2008
THOR CORE
£159.99
Jersey & Pants!**

WOMENS BLUE RED BLACK TEAL WAFFLE ASSAULT BURGUNDY RED BLACK CONCRETE REGAL NAVY SPEARMINT BLACK/TAN PINSTRIPE RED/CHARCOAL

**2008
FOX 180/HC
COMBO
£109.99
Jersey & Pants!**

**2008
BLITZ COMBO
£169.99
Jersey & Pants!**

**2008
SFX/360 COMBO
£160.99
Jersey & Pants!**

GREY/NAVY BLK/RED BLUE BLACK RED WHI/GREEN RC ORANGE REVOLVER RED ZEBRA BLK ZEBRA YELLOW NAVY BLK/RED PATRIOT ENCORE WHITE ENCORE RED/BLK PINSTRIPE BLUE RED NAVY PINSTRIPE ORANGE PINSTRIPE

**AIROH
KNIGHTER
£149.99
STEEL £164.99**

**SIDI CROSSFIRE
£224.99**

**SIDI CHARGER
£149.99**

**THOR SENTINEL PROTECTORS
Only £69.99 SAVE £5.00**

**THOR S7 QUADRANT BOOTS
Only £119.99**

Leo Vince X3 Full Titanium Systems from £524.99

**DESIGNED WITH
WINNING IN MIND**



**K-TECH
FORK & SHOCKS FOR ALL MODELS
1000'S OF SPRINGS IN STOCK.**



**FORK SPRINGS
£47.50**

**SHOCK SPRINGS
£47.50**

**KTM
K-TECH
OPTIONAL RATE KTM
REPLACEMENT SPRINGS.
FROM
£47.50**



**K-TECH GENUINE
FORK BUSHES FROM:
£9.36 [PAIR]**



**K-TECH BLADDER CAPS
£35.00**

**K-TECH SPRING SEATS
£31.00**



**MOTUL
STOCKIST OF MOTUL HIGH
PERFORMANCE OILS**



01530 810625

WWW.K-TECH.UK.COM // PARTS@K-TECH.UK.COM

OFFICIAL STOCKIST
SHOWA MOTUL KYB
 SALES // SERVICE // SUPPORT



Josh Grant comes within a whisker of the win in Minneapolis



Villopoto, Grant and Canard buddy-up



Villopoto wins in Minneapolis but he's still a long way off the series lead



OUT OF TIME?

CANARD WINS DAYTONA, VILLOPOTO FIRES BACK IN MINNEAPOLIS – BUT HAS THE CHAMP LEFT IT TOO LATE?

Torco Racing Fuels Honda's Trey Canard is riding a wave of success coming into Daytona and then in Daytona he creates literal waves in the many pools throughout the track. To start the Main he grabs the holeshot by sneaking around the inside of the first turn while Monster Energy/Pro Circuit Kawasaki's Ryan Villopoto is just behind him.

However, with mud flying everywhere, Villopoto is forced to wait for a mistake from Canard and that mistake comes too late as by the time Canard crashes while leading he's so far out in front that Villopoto cannot capitalize on it. So Canard wins his third-ever supercross in his third attempt.

"Every lap was pretty sketchy," Canard says. "I was glad to only have one spill. Going into it I knew that the start was going to be huge because of the vision thing and getting roosted. If you can't see where you're going, it's hard to go anywhere. Getting a good start was huge. I didn't think I was going to get it. I was behind Ben Coisy but somehow managed to snake to the inside and came out in the lead. If I didn't get that, I don't know what I could have done. It's hard to be behind someone in the mud like that because you can't see anything."

In the last race before a two-week hiatus for the AMA Lites class (Toronto isn't an official AMA Lites event) in Minneapolis, it is clear that if anyone else is going to have a chance at stopping Canard they're going to have to start right away. Canard's team-mate Josh Grant grabs the holeshot while Villopoto falls in behind him ahead of Billy Payne, MDK KTM's Martin Davalos, Frenchman Ben Coisy, Star Racing's Jake Moss, Boost Mobile/Yamaha of Troy's Ryan Morais and Villopoto's team-mate Branden Jessemann. Canard's ninth after casing a triple in practice and aggravating a knee injury.

Out front Grant and Villopoto go at it. Twice Villopoto finds a way past Grant only for Grant to immediately counter his attack and grab the lead back. Grant officially leads every lap of the Main Event up to the white flag when Villopoto hangs it out and makes the pass stick three turns from the finish. As he attempts to pass Villopoto back before the chequered flag, Grant goes down. Villopoto takes his first win of the season while Grant hangs on for second and Davalos just holds off injured Canard for third.

"That's a relief," Villopoto says of his first win of the season. "But I think I'm still going to need some help to get back into this championship."

Canard now leads Villopoto by 24 points with only three rounds left to run. "I just tried to play it smart," Canard says. "I think I could've hit Martin and gotten third but I didn't want to take a chance on taking both of us out and put myself in a bad position. I did the best that I could. I tried to just work it and tried to make something good out of something bad. Not every day is perfect and not everything is always great and I think today went well. I learned a lot of stuff and I can't complain at all."



SERIES STANDINGS

LITES EAST

1	Trey Canard	93 points
2	Ryan Villopoto	69
3	Ryan Sipes	67
4	Nico Izzì	54
5	Martin Davalos	53
6	Ben Coisy	53
7	Josh Grant	47
8	Tyler Bowers	45
9	Billy Payne	42
10	Branden Jessemann	39





BORN FROM ENGINEERING. BUILT FOR PERFORMANCE.



EA70



DISTRIBUTED EXCLUSIVELY BY
MADISON

TO FIND OUT MORE INFORMATION ON OUR PRODUCTS AND FIND YOUR LOCAL DEALER VISIT
WWW.EASTONEXP.CO.UK



RELEASE THE POWER OF YOUR MOTOR

RELEASE THE POWER

KXF 250 Stage 1
Gas Flowed Head
Remappable CDI Unit
Fully Fitted
Dyno Tested
£599.95

+ Leo Vince Full Ti Exhaust 94 Db
£1199.95

RELEASE THE POWER

KTM 125 Stage 1
VHM head
HGS Pipe
Remappable CDI Unit
Fully Fitted
Dyno Tested
£799.95

All Full Ti Exhaust Systems are 94 Db

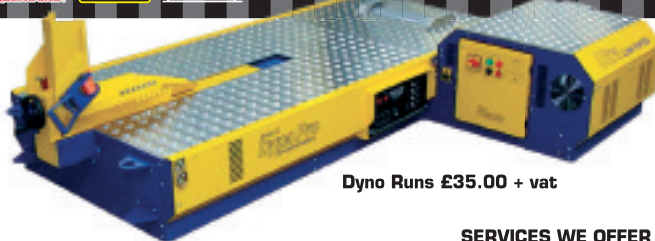
RELEASE THE POWER

CRF 150 Stage 2
Gas Flowed Head
High Comp piston
Hotcam
Remappable CDI Unit
Fully Fitted
Dyno Tested
£995.95

+ Leo Vince Full Ti Exhaust 94Db
£1549.95

RELEASE THE POWER

KTM 65 Stage 2 Tuning
Engine Tune
Boyesen Rad Valve
VHM Head
Fully Fitted
Dyno Tested
£649.95



Dyno Runs £35.00 + vat

SERVICES WE OFFER

- 2 & 4 Stroke Engine Tuning ● Gas Flowed Heads
- CDI Ignition Mapping ● Fuel Injection Mapping
- Diagnostic Problems ● Bike Jet Setup
- Valve Cutting ● Aluminium Welding

Digital infrared lap timer, 1/100 sec,
100 infrared channels, 240 memory
laps, each session display the lap
time and the best lap, display time in
absolute mode or difference +/-
against the first lap **£149.95**



ALL 94db
ASK ABOUT
THE NEW
STAINLESS
SYSTEM
£399.95
IN STOCK SOON.



Visit our in house Dyno Tuning Centre
for all your MX needs ● From tuning
to diagnostic problems ● Full
workshop facilities ● 2 & 4
stroke engine rebuilds
Service, Repairs

MX Zone Unit 20-21 Intercity Trading Est Melksham Wiltshire SN12 8DE
Tel 01225 791182 Email Office@mxzone.co.uk Fax 01225 791182 www.mxzone.co.uk

TOO MUCH TOO YOUNG?

PRO PROGRAMMES AND FACTORY WAGES AT AN EARLY AGE ARE PRODUCING A WHITE HOT CROP OF YOUNG GUNS – BUT IS IT AT A PRICE WORTH PAYING?

Words by STEVE MATTHES Photo by STEVE COX

“You say you want a revolution, well you know, we all want to change the world...” So sang the Beatles a while ago. They were probably not talking about the young riders coming up into the world of professional motocross racing but they could’ve been. The revolution is that in the last few years we’ve seen an incredible amount of very fast kids come into our sport and show us they are ready for prime time.

Years ago in the ‘80s a guy like Guy Cooper travelled the circuit for three or four years before finally getting that elusive factory ride, nowadays if you are on the circuit that long and don’t get a ride you’d better be applying at Starbucks. If riders like Coops are a slow cooking pot of stew, these kids are the microwave oven dinners – no seasoning needed, just pull straight out of the amateurs and watch ‘em go!

Yamaha’s Josh Hill has actually won a SX this year when he had all of 11 career 450 races under his belt to go with his other podiums in his rookie year in the big boys Supercross class. Rockstar/Makita Suzuki’s Ryan Dungey went from the ‘B’ class to winning Mains and he got a second in only his third ever 450 race! Torco Racing Fuels Trey Canard has come out in his rookie year and dominated the East series and he’s easily handling another young superstar Ryan Villopoto in the process. Monster Energy/Pro Circuit’s Austin Stroupe has come out and won his first supercross in his first year. Makita/Rockstar’s Nico Izzì has been a presence on the podium in his first year as well. These kids are supposed to learn the ropes for a bit, then step up. What they are doing is showing veterans like David Vuillemin, Josh Grant and Brett Metcalfe how it’s done.

So why are these kids so freaking fast? Well it’s simple really, the money that is in the sport drives the riders to push harder than before to make sure that they are running a ‘pro’ programme well before they get to the pro ranks. The salaries of the top riders coming out of Loretta’s is at least 100K. Consider this, when Ricky Carmichael came out as the winningest amateur rider ever he went straight onto what was and still is the best Lites team there is – Pro Circuit. RC’s salary? Thirty thousand dollars! That wouldn’t even cover the ‘travel stipends’ that some of the top amateur riders receive from the factories today.

Former factory Suzuki rider and two-time Japanese MX champion Ronnie Tichenor trains a lot of the top amateurs and continues to work with Izzì as he starts his pro career. Ronnie reckons that it’s the fact that the kids of today are well coached from an early age. “From nine to 16 the kids are doing corner turns and learning how to go fast. We never did that when I was coming up, we just rode laps. The only guy I ever saw do corner drills and figure eights was RC and look how that turned out.

“I think that the kids at a young age have people like me that used to race pro and can steer them the right way. Just to help them avoid the mistakes that all of us guys did back in the day. We can get them on the right track as far as training and riding for what it takes in the pros. The kids are having a pro style education already. We’re making them go two 40-minute motos because that’s what the pros do. These kids are ready and raring to go. They’re even practising scrubbing like James Stewart!”

But at what price are they paying going so hard at such an early age? The parents of these kids are investing heavily into their sons’ and daughters’ careers but for every Trey Canard and Josh Hill there are more examples of kids who were just rushed into the pros early and could never adapt to the demands and pressures. Homeschooling is becoming all the rage as more and more kids get into trouble at school for missing classes. The amateur motocross scene is just like the riders, getting bigger and better. There are two Texas races, Loretta Lynn’s, Ponca City and the World Mini Grand Prix in Las Vegas just to name a few. Homeschooling is a way for the kids and parents to

still travel to these big races and somewhat keep their children learning and growing off the track.

“All these kids have riding coaches and some have trainers,” adds Tichenor. “I just really think the homeschooling thing stinks, it robs the kid of a normal education and all the social aspects of being in school. There’s no way around it, the school’s funding is based on attendance and there’s no way a rider can keep going to the big amateur races and still have good attendance.”

We really are seeing something special in our sport right now, a complete takeover by some really fast kids that has me thinking that if you’re a rider such as Josh Grant – someone that once was a hot young thing and hasn’t won a title yet – your window might have closed. I really hope that we can see some sort of ‘pullback’ from the factories on these development deals that are being handed out with some kids being locked up at the age of 14. This process makes the parents think that they’re on the way to the factory gravy train and they may well be but it’s a far from certain thing. The homeschooling is not far away after this whole process starts. I know that we in motocross and other sports love to hype and celebrate the accomplishments of the young athletes but there’s a tendency to forget just how young these guys really are.

There are whispers that maybe the minimum age of these kids should be changed from 16 to 18 – that’s only two years in age but may as well be five in maturity levels (well, for most of us anyways). Davey Coombs, the editor of Racer X, agrees with that idea as he’s seen the results of too much at too young of an age in all his years covering the sport.

For myself I really think it’s a double-edged sword seeing all these kids doing



Josh Hill is part of the next wave of SX superstars

well. I’m one of those guys that think we need parity in our sport – when the fans don’t know who’s going to win, that’s when the excitement kicks in. The young riders that are so full of enthusiasm and gumption can only push the malaise that has seeped into the 450 class. The Lites class has become a safe haven for riders as with the new rules that kicked in last year they only get one shot at the Supercross class before they cannot move back down. Why not stay in the class as long as possible? It’s smart business for a professional motorcycle rider. The rider turnout is so low for the Supercross class that there’s no qualifying, heck in the LCQ at Minneapolis there were only 14 riders on the 22-man gate!

Supercross series promoters Live Nation are looking at ways to get more guys into the 450s, they know as well as we do that the Supercross class needs a kick in the butt to stir the interest. Maybe these guys like Hill, Dungey and Tommy Hahn doing so well in the 450s will make some of the lifetime Lites riders move on up. But the downside to that is that every parent will think that their son can be just like Trey and Josh and Ryan and maybe they can. But what happens to them if they can’t?



DREWWHO?

COMPETITION MIND COACH

Neil Drew is a former MX and enduro racer and a qualified sports mind coach. At present he is coaching two national champions and several GP competitors and has helped many amateur and professional athletes from all over the world. He can be contacted via DBR or through his website at www.competitionmind.co.uk



BUILD TO WIN!

CRITICISM – AIMED AT YOURSELF OR AT OTHERS – IS A SURE-FIRE ROUTE TO RUBBISH RESULTS. UNLESS YOU CAN BE CONSTRUCTIVE...

Words by Neil Drew

One of the many things I notice time and time again doing my job is the way competitors criticize themselves and also the way that people close to the competitors criticize them.

If you have been reading our previous articles you will find that this one fits in with the self-sabotage article in September 2007 particularly well and also the article that we ran on rollicking the competitor back in the July 2007 issue.

Our belief system is of fundamental importance in our achievement of goals and how we approach any given task so first off let's examine and fully understand what criticism is all about by defining it before we explore the damage that can be done to our belief system.

Criticism is essentially a judgment, a form of disapproval. It is finding fault with someone or yourself and voicing an opinion that's based on

a judgment of what someone should have done. Most competitors get criticized – often by someone who is close like a parent or manager – but by far the worst offender is the competitor himself (or herself).

Humour me for a moment and think of a time when you either made a daft mistake or when you failed at something that you wanted to achieve. Now think what words you used to describe yourself – hmm, too rude to print, eh? Now imagine you're watching your best friend attempt the same thing and they make the same mistake you made. Do you say the same thing to them that you said to yourself? And what if you're a 'pushy' parent watching a friend's son or daughter make a mistake or fail at something? Would you say the same thing to your friend's son or daughter as you would to your own? No of course you wouldn't so why say those things to yourself or your kids?

When we criticize ourselves what we are actually doing is saying that something can't be done, causing us to question our belief in our own ability. This gives way to doubt about the belief and will erode it. Beliefs are important because they are the very things we act upon and that determine our behaviour – beliefs support our values and the moment that we have our beliefs in something about us questioned our values change. Then we start making excuses and the sabotage starts, all because we either criticized ourselves or someone else did it for us.

Self-criticism can be an excuse or a get-out clause. What happens is that, to defend our ego, we sometimes criticize ourselves in a bid to prevent others from doing it. For some strange reason this helps us feel better if we do it to ourselves rather than provide an opening for someone else to do it but either way we are still



destined to affect our beliefs or allow someone else to do it. The excuse part comes into play when we know that we cannot do something or that we will have trouble in a particular section of the course so what we do is criticize ourselves before we have failed. This is essentially the get-out clause and the excuse – great strategy!

So what's the solution? Well it's actually quite simple – just give helpful advice. There is a difference between criticism and helpful advice. When we criticize we are focusing on the problem and we make that problem bigger so it seems as if it will never be overcome or that it is more of a challenge than it should have been. The first step is to identify where the problem is, understand that it is only as temporary as you choose to make it, then focus on what the solution is.

Treat yourself with respect and those who you're responsible for and work out what you

need to do to overcome any problem or difficulty so that all you do is focus on that new way of doing things. Discuss as many solutions as you can with others – obviously, those who are going to be grown-up enough to offer advice without criticism or making out that they are somehow more superior by putting you down.

This way you stand a much better chance of maintaining your belief and if you have the belief that you can achieve something then motivation increases, you will be far more persistent, you will concentrate for much longer, you will be able to relax rather than be tense (and if you read Alan Milway's arm pump masterclass last month you'll know all about the benefits of relaxing).

Think about it this way. If you've made a mistake or failed at something the chances are you already know where the problem is, you already know that you could have done things differently. So wouldn't it be better to become

focused on the solution without the criticism? Beating yourself up will only ever make things worse or harder to sort out.

Be aware of what you are telling yourself or what labels you put on your experience. If you say something along the lines of 'I will never get any better' then that label becomes a reality because it has an impact on your internal belief system. Similarly, if you pour scorn and criticism on others all you are doing is convincing yourself and them that they are unable to carry out a given task and it changes both their reality and yours. Be aware of what others are saying to you and if their comments or yours are of a critical nature then simply ask for some advice or encouraging suggestions that will in fact help or direct you to a more solution-focused outcome.

The most important thing – as ever – is to enjoy your sport. On its own this will create better results.



TARTAN ARMY!

BILLY MAC LEADS MX1 AND SWORDY AND SIMPSON SLUG IT OUT IN MX2 AFTER THE OPENING TWO ROUNDS OF THE MAXXIS BRITISH MOTOCROSS CHAMPIONSHIP...

Photo by still-mx.co.uk

Two rounds down, six to go and the border reeves are painting the '08 Maxxis British Motocross Championship a fetching shade of blue and white!

Kicking off at Donington Park, the opening overall victory of the campaign goes to Tommy Searle in MX2 from Stephen Sword and flying Frenchman Pascal Leuret. Tommy – who isn't putting in a full season of domestic rounds this year – wins both races comfortably on the factory KTM from Swordy's factory-backed Molson Kawasaki. Swift Suzuki's Leuret nabs third in the opener but is pushed back to fourth in race two behind Shaun Simpson on the KTM UK machine who DNFs the first moto when a fuel pipe splits and he runs out of gas.

The day turns into a bit of a 'mare for defending champ Mike Brown aboard the CAS Honda and former champ Carl Nunn on the Suso MVR-D Suzuki who end it back in 12th and 13th.

Up in MX1 and it's the Billy MacKenzie show! Fastest in quali, Billy converts two holeshots into a pair of dominant wins as he gets the defence of his #1 plate off to a flying start for CAS Honda. Making his British championship debut on a UTAG Yamaha.com 450F, Norwegian Kenneth Gundersen goes 2-3 for second on the day from Swift's Brad Anderson with KTM UK's James Noble snatching fourth by virtue of a better race two score from Molson Kawasaki man Tom Church.

Maybe it's the freezing conditions but despite being at the other end of the country the Scots look right at home at Canada Heights in Kent for round two of the series!

Simpson puts his DNF disappointment from round one behind him and bangs out a pair of wins as UTAG Yamaha.com's Martin Barr scoops second on the day thanks to a 3-2 scorecard. A shocking start in the opening moto and an early doors fall in race two leave Swordy back in third with 2-4 finishes but the Scot bags enough points to take the red series leader's plate.

Suso MVR-D Suzuki's Jason Dougan ends the day fourth ahead of Leuret but Nunny's still not firing on all cylinders and can only manage 10th overall – although that's still three places higher than Brownie who adds a race two sixth to a mechanical DNF in race one.

With Simpson taking the overall and Swordy the leader's plate, the bagpipe brigade have every reason to celebrate – and the skirl gets even louder as Billy Mac dominates both MX1 races to make it four wins from four starts.

Ando adds a race two second to his fourth in the opener for second on the day after tying on points with ARB Kawasaki's Mark 'Mo' Jones with Gundersen four points off the podium pace in fourth. And a special mention goes to 15-year-old smoker pilot Scott Elderfield who finishes race one in a fighting fifth place!

SERIES STANDINGS

MX1 >>

1	Billy MacKenzie	(CAS Honda)	100 points
2	Brad Anderson	(Swift Suzuki)	78
3	Kenneth Gundersen	(UTAG Yamaha.com)	78
4	Mark Jones	(ARB Kawasaki)	70
5	Tom Church	(Molson Kawasaki)	66
6	James Noble	(KTM UK)	63
7	Wayne Smith	(Pioneer Emberson Yamaha)	57
8	Michael Phillips	(NA Robinsons KTM)	40
9	Mark Eastwood	(Wiseco Honda)	40
10	Bryan MacKenzie	(Twisted 7 Kawasaki)	32

MX2 >>

1	Stephen Sword	(Molson Kawasaki)	84 points
2	Martin Barr	(UTAG Yamaha.com)	74
3	Shaun Simpson	(KTM UK)	70
4	Pascal Leuret	(Swift Suzuki)	67
5	Neville Bradshaw	(DB Honda)	56
6	Carlos Campano	(UTAG Yamaha.com)	55
7	Elliot Banks-Browne	(Swift Suzuki)	51
8	Tommy Searle	(KTM UK)	50
9	Kristian Whatley	(NA Robinsons KTM)	42
10	Carl Nunn	(Suso MVR-D Suzuki)	33

DIRT BIKE RIDER MAGAZINE | Production Editor

Are you the next off-road motorcycling media superstar? DBR, the UK's biggest selling dirt bike magazine, is looking for a production editor to play an essential role in taking each month's mag from the planning stages all the way through to publication.

The successful candidate will be a wizard with words, a devil with detail and have an eye for the sort of jaw-dropping images that make DBR the essential off-road monthly magazine.

Responsibilities include editing contributors' copy and preparing features for our designers, ensuring information is accurate and relevant, writing headlines and captions, proof-reading and compiling and writing news stories.

Skills with a camera and experience of Microsoft Word and QuarkXpress would be useful, a passion for dirt bikes is essential.

As well as a good basic salary we offer a company pension scheme and the chance to join one of the UK's largest media companies. The position is based in our Morecambe offices in Lancashire.

Send your CVs with a covering letter explaining why you're our next Production Editor to Sean Lawless, DBR, 12 Victoria Street, Morecambe, Lancs LA4 4AG or via email to sean.lawless@dirtbikerider.co.uk

DIRTBIKE
RIDER

MOTOSTIK

www.ncjetski.co.uk 0151 691 0006



Available for children and adults from £49.95 - £124.95
Free UK Mainland Delivery
Used by top MX Pros and athletes!



"The MotoStik" is a most "haver"!
Tuners & Mechanics Magazine

JEREMY McGRATH
2x AMA SX/IMX CHAMPION

"The MotoStik" is a viable training tool!
Motocross Magazine

For all the action videos check out
www.motostik.com

FIVE COLORS
RED, BLUE, GREEN
PINK, YELLOW



Dealer Enquires Welcome. Call for details 0151 691 0006

GMX

RADIATORS

The Coolest Way To Win!

Gmx Std & Oversize rads are all handmade & tig welded for a stronger construction to withstand crash damage. Oversize rads can reduce engine temp by up to 20 degrees.

Std Rads

Available for all makes and models.

Visit our website for more info.

STD £190 LH or RH

RAD REPAIRS

**OVERSIZE RADS
FROM £215**



USED BY,
Molson Kawasaki, MBO Yamaha, Bike-it Yamaha,
PAR Homes, Fast Eddy, Scott Elderfield, Connor Walkley.

Tel: **01371 850729** Fax: **01371 851352**

Online shop @ www.gmxradiators.co.uk | **GMX RADIATORS, PO Box 7959, Braintree, Essex. CM7 5WH**

ANDY DEEKS

WE CATCH UP WITH SWIFT SUZUKI'S BIG TRUCKER AND DISCOVER THERE'S MORE TO HIS JOB THAN SHIFTING GEARS AND GETTING A TANNED RIGHT ARM

Words and photos by JP O'Connell

With more and more support and money being pumped into motocross the paddock's getting bigger and bigger with the larger teams investing in huge gleaming trucks and trailers proudly sporting their sponsors' colours.

And with space and pride of place at a premium it's not just a case of rolling up, hitting the anchors and throwing out the awnings. Backing an artic up to within a gnat's chuff of the neighbouring big-rig requires someone who knows what they're doing behind the wheel – so let's hear it for the driver!

To find out exactly what's required DBR rolled into Hawkstone Park and hooked up with Andy Deeks, the man behind the wheel of the Swift Suzuki rig – the biggest in the paddock!

DBR: Introduce yourself to us.

AD: "My name's Andy Deeks – most of the team call me Dave though – and I drive for the Swift Suzuki Motocross Team."

DBR: What's your ride?

AD: "It's a 60 foot Mercedes artic with a 320bhp engine."

DBR: How did the job come about?

AD: "They advertised the job in the paper. I'd done motorsport before with Formula 1 and British Touring Cars so I sent my CV in but didn't hear anything back. Soon after I saw them at Sidcup – Canada Heights was my local club. Anyway, I had to pull them in with my tractor so once that was done I told them that I thought they needed a better driver! Afterwards they rang me up and asked if I could do the job for them – it was definitely a case of being at the right place at the right time."

DBR: Were you interested in motocross before you got the job?

AD: "Yes, I was running the Sidcup meetings. I have clerk of the course and steward licences."

DBR: Do you know how many miles you'll cover this season?

AD: "I'm not sure, we've just been practising in Valence and that was 1500 miles in one weekend. We've got all the testing thrown in as well as Pascal [Leuret] doing some of the French rounds and Elliott [Banks-Browne] and Jake [Nicholls] might do some of the U21s – basically every weekend from last weekend until the beach race we'll be out somewhere in the world."

DBR: What's the single longest trip on the calendar?

AD: "That will be Bulgaria – it takes three days just to get there. You go down to Italy, then it's a ferry trip before driving through the hills to Bulgaria itself. We're based in Cambridgeshire so we are lucky that we have good access routes to most places."

DBR: What did you do during the off-season?

AD: "What off-season! We moved workshops, the truck got re-stickered, as we now have four riders the awning was made bigger and the layout also had to be changed. I took the truck to the two bike shows, then there was testing... As I said, what off-season!"

DBR: During the GP season what does your average week consist of?

AD: "We'll pack down on the Sunday night as soon as the racing finishes and head on home, usually getting back some time Monday evening depending where the

GP was. Tuesday everything comes out of the truck, the mechanics will have the bikes and it all gets cleaned out, top to bottom. There will be a meeting to work out what went right and what went wrong. We then look at what meeting we have on the Sunday and what we will need. For a British championship meeting we have a bigger set-up including the Suzuki cars. I have three boxes – British, European and world – so I will load up accordingly. We also need to re-stock all the food, sort out the loos, bedding, laundry and race clothing. We sleep eight in here so it's all got to be sorted, it's like a home from home. Then once everything is loaded up it's back on the road again."

DBR: So on race day you get to put your feet up?

AD: "Unfortunately not! Everyone helps with the setting up but once that's done the mechanics will obviously concentrate on the bikes and the riders will do their thing. We have a cook who I help out, I also help with the hospitality side of things, running round looking after the VIPs. We're also all on radio link so if the boys need wheels or tyres I will run and help them – basically whoever needs help gets help. I'm also the last to bed at night, the generators all need topping up, the water will also need filling as we run two showers. We will cater for up to 60 people plus we look after the Suzuki VIP owners club over a British round so the gas all needs checking for the cooks. It's flat out all day, we are up at 7am and I usually kill the generator at about 9.30pm."

DBR: Which is the worst country for driving through?

AD: "Italy can be a bit of a nightmare as the police are forever stopping you for souvenirs. Last year the police stopped us and told us we were being fined 20 Euros for driving with no lights on – when we asked for a receipt they said it would be 5000 Euros...or two Suzuki caps! Bulgaria is also tricky as its mostly steep hills."

"You've got to be so careful how you drive and we're not exactly inconspicuous. It's like driving a moving billboard with your employer's name plastered all over the side of it so you have to be very careful, plus the fact that the graphics and paint jobs are so expensive. My truck has a personal plate with my boss' name on it – 'JBANKS' – so I'm very conscious of how I drive!"

DBR: Have you been searched by the border fuzz?

AD: "In a certain French port there is an x-ray machine but now we just pull up, open the window and hand them a couple of cans of Relentless and a couple of T-shirts and they just wave us through."

DBR: When you get to the GP how do you know where to park and how is the paddock organised?

AD: "At the start of each year we are in contact with both the British and GP paddock co-ordinators and give them the truck sizes and details and how many people we have coming to each race. This year we are factory-supported so we will have a prime location near Michelin and the start line which makes our lives so much easier. On Wednesday I will be in contact with the co-ordinator with exact measurements and what time I will be there, making sure I will be able to get near water etc."

"When we rock up on the Thursday/Friday we will park out in the approach road and wash the truck down before we even get into the paddock area. When they are ready for you the co-ordinator will come and get you and point you to the right spot. There is a certain pecking order down to factory status and size of your truck but as we are both factory and one of the largest we get a good spot."

DBR: What happens if you arrive late?

AD: "It's simple, you can't be late! Once everyone is built in the village you can't get in. At a British round there is a bit of flexibility with the times but at a GP if you're late you will be in the field down the road!"

DBR: What happens with travel to the GPs outside of Europe?

AD: "We will crate up the absolute bare minimum that we can survive on – bikes, engines, spares etc – then the host country, say Suzuki Japan, will provide us with awnings and help us out as much as they can."

DBR: Tell us a funny road trip story.

AD: "There are plenty. As we were driving through Europe a police car pulled in front and blocked me at a border checkpoint. Unbeknown to me, Elliot Banks-Browne – or ASBO as we call him – had got hold of my passport and stuck a picture of a woman with long blonde hair over my picture...they didn't see the funny side! Another time I opened the back doors of the truck for a routine search and Sean Hamblin had left a clear bag full of all his vitamin powders sat on the bench!"

DBR: How often will you see home during the season?

AD: "I will see home twice, maybe three times."

DBR: Are you married or single?

AD: "Single, it's definitely a single man's job. Then again it's not a job, it's a way of life."

TONI ON TOP!

BOU GETS HIS TITLE DEFENCE OFF TO A STORMING START
IN LUXEMBOURG AND WIGGY WINS IN THE JUNIOR CUP

Words by g2f.co.uk Photo by Eric Kitchen

Toni Bou opens the defence of his title with a single-mark win over arch-rival Adam Raga as the 2008 FIM SPEA Trial World Championship kicks off in Luxembourg. Japanese rider Takahisa Fujinami completes the podium but a rejuvenated Dougie Lampkin aboard his two-stroke Beta takes fourth place after having had a share of the lead at the end of the first lap.

The small town of Ettelbruck last hosted a world trial back in 2003 and with the exception of a few more imported boulders the mainly man-made course remains pretty much as it was five years ago. Heavy rain in the weeks and days before the event leaves the ground sodden which ensures that the carefully placed rocks soon become coated with a slippery coating of mud. The difficult conditions reflect in the riders' scores and even though the sun on the day quickly dries out the sections the resulting dust makes grip equally rare.

After a disastrous indoor campaign, Lampkin soon silences his doubters as he puts in a first lap performance that's worthy of that elusive 100th GP win. Bou, Fujinami and Dougie share the top spot after the first tour of 15 sections as Raga and Albert Cabestany sit in fourth and fifth places respectively, several marks off the pace.

Lap two sees Raga mount one of his now customary comebacks with the Gas Gas runner producing the best lap of the trial – less than half of his morning total – to close within one mark of Bou. The reigning champion keeps his nerve despite the extreme pressure after a soft five at section 10 blots an otherwise solid showing in conditions that don't best suit the Spanish youngster. Lampkin suffers three fives on his last lap which is a cruel reward for the effort and determination that the 32-year-old displays throughout the day.

Britain's Alex Wigg confirms why he's hot favourite to lift the 2008 World Junior crown as he takes a comfortable win ahead of Alfredo Gomez on his four-stroke debut at this level. Wigg, who joined the Italian Future TRW team over the winter, is only part of the home success as no less than four young British riders pack the top 10 in a class that caters for the 18 to 21-year-olds.

Through in the Youth/125 division there's reason for more English cheer as Jack Challoner just misses out on an opening round win by a single mark. A barely known Spaniard by the name of Francesc Moret – guided by a certain Jordi Tarres – is the shock victor. The strongly tipped American rider Patrick Smage drops to third due to time penalties as just three marks split the top three riders in a battle that looks likely to rage all year.

SERIES STANDINGS

WORLD >>

1	Toni Bou	20 points
2	Adam Raga	17
3	Takahisa Fujinami	15
4	Dougie Lampkin	13
5	Albert Cabestany	11
8	James Dabill	8
9	Michael Brown	7
14	Shaun Morris	2

JUNIOR >>

1	Alex Wigg	20 points
2	Alfredo Gomez	17
3	Matteo Grattarola	15
4	Jochen Schafer	13
5	Loris Gubian	11
6	Sam Haslam	10
7	Ross Danby	9
9	Lee Sampson	7

YOUTH >>

1	Francesc Moret	20 points
2	Jack Challoner	17
3	Patrick Smage	15
4	Adrian Pastoriza	13
5	Pau Botella	11
11	Jonathan Richardson	5
12	Adam Jones	4



Rougie Lampkin has a share of the lead after the opening lap



After rounds in Sweden and Portugal Mika Ahola leads the E1 standings

WAKEY WAKEY!

THE WEC KICKS OFF WITH TWO TESTING ROUNDS THAT GIVE EVEN THE WORLD'S BEST ENDURO RIDERS A WAKE-UP CALL...

Words and photos by Jonty Edmunds

Some have flourished, others have struggled, many have had no option other than to simply roll up their sleeves and get on with the job. The opening two rounds of the '08 World Enduro Championship have been as difficult as they come with competition fierce in all classes.

Downgrading himself to the Enduro 1 class, reigning E2 world champion Mika Ahola gets his '08 WEC season off to the best of starts as the rapid Finn finishes on the podium during both days of the Swedish and Portuguese GPs, including a double podium topping performance at round one.

"It's going to be a tough season riding a 250cc four-stroke," comments Mika who has never before raced in E1. "Winning in Sweden was a perfect start to the year but those are my conditions. It's going to be hard to stay at the top of the championship but that's my goal."

After winning in Sweden Mika's unable to continue his podium topping ways in Portugal as Italian Simone Albergoni and Spaniard Ivan Cervantes claim a day win each. Still, at the end of the second round it's the long-haired Finn who leads the E1 title chase – but only just. With just 10 points separating Ahola, Albergoni and Cervantes it's anyone's guess who'll be the eventual E1 class champion.

Disappointingly for Britain's new KTM factory rider Tom Sagar, the '08 WEC season starts with a double DNF following a big crash in Sweden. Bouncing back two weeks later in

Portugal, Tom puts in two solid rides to climb to 10th in the E1 standings.

Things are every bit as close at the top of the Enduro 2 class as expected title favourites Juha Salminen and Johnny Aubert are separated by just three points after the first four days of competition. In Sweden it's young Swede Joakim Ljunggren that tops the first E2 class podium of the season followed by Salminen on day two. But when the series arrives in Portugal things take a turn for the worse for Ljunggren as a third place finish on day one is followed by an early exit from day two.

Topping day one at round two, Johnny Aubert just manages to finish ahead of Salminen while on day two the seven-time world champion steps things up a gear to claim his second day win in as many events.

"Although I'm Finnish I'm not the biggest fan of winter conditions," admits Juha. "The race went well for me though. Portugal was also okay. I had some suspension problems on day one but day two was good. It was tough because of the conditions but I enjoyed it."

With three wins and one runner-up result already to his name, Samuli Aro has shown that his decision to compete aboard a 300cc two-stroke this season was a good one as the former world champion already holds a 15-point advantage in the E3 class. Although laid up during the winter following knee surgery Samuli looks fresh and fast in both Sweden and Portugal – despite claiming >>



RACE SPEC
01684 299699
 Everything you need under one roof

08

**Race Spec
 Catalogue
 (196 pages!)**



**OUT
 NOW**

FREE to existing RS customers
 New customers please allow £1.99 postage. Refundable on first order over £50.

THOR | NO FEAR | TROY LEE | ANSWER | ALPINESTARS

RACE SPEC.CO.UK



suspensionservicesLtd

OFF ROAD SUSPENSION EXCELLENCE

Struggling with suspension set-up or just looking for that Elusive second? Contact KAIS today.

For over 25 years we have been a major player in the development of suspension upgrades.



KAIS PERFORMANCE SPRINGS

Highest quality race springs to suit all weight of rider.
 Prices from £47.00



HIGH FLOW RACE PISTONS

Shock and fork pistons to suit most applications, designed to help eliminate fade and plushen feel.
 Ring to discuss your requirements

Kais will also re-valve and spring all forms of standard suspension to suit individual rider requirement.

All settings designed & tested on our in house dyno facility



Punchbowl Garage, Off Lombard Street, Atherton, Nr. Manchester M46 0LT
 Tel: +44 (0) 1942 896366 Fax: +44 (0) 1942 886311

Reg No: 235 7506 Vat No: 374 0608 57
kais-performance.com

ECLIPSE MOTORCYCLES

HONDA
 MAIN DEALER

4 stroke CR/RMZ/KXF/YZF

Hi comp pistons 250
 2 & 4 stroke rings
 Forged clutch basket
 Maico 490 piston kit
 Raptor 102mm piston kit
 XR 400-440cc piston kit
 450 high comp piston kit
 Honda/KTM/Yamaha



2007 CRF450R



2007 CRF250R



2007 CRF125R

WISECO
 special parts

P/kit CR250 o/s 72mm
 P/kit YZF400 o/s 13.5-1 94mm
 P/kit XT600 o/s 101mm
 P/kit DR350 o/s 83mm
 P/kit ZR400 o/s 11-1 89mm
 P/kit XR650 o/s 10.25-1 102.4mm
 CRF150 high comp
 CR80/125/250 various thickness
 base gaskets

MAIL ORDER SPECIALISTS

Selection of second hand models available

London Road, Swanley, Kent. BR8 8BY
 Tel: 01322 662426 / 669469 Fax: 01322 614330
 Web: <http://wiseco.co.uk> Email: wiseco.uk@eclipse.co.uk
 Tuesday-Friday 9-5.30 Saturday 9-4 Closed all day Monday



Suppliers of Instant Shelters and Logo Mats to the
 Event, Exhibition, Motorsport and Leisure Industry

www.surfturf.co.uk

0161 776 9923

that he's still far from race fit.

Second to Aro is another factory KTM-mounted Finn – Marko Tarkkala. Second on both days in Sweden, Marko scores the same result on day one in Portugal before finishing fifth on day two.

The winner of the second day's competition in Portugal is French Gas Gas rider Christophe Nambotin. Surprising many including himself in the wet and rutted conditions, Christophe lifts himself to third in

the E3 championship behind Finnish team-mates Aro and Tarkkala.

Scoring points on each of the first four days of the new series, Euan McConnell puts his TM in 13th in the E3 championship standings while in the Enduro Junior class Husqvarna-mounted Si Wakely opts not to compete in Sweden before putting in two point scoring rides in Portugal and in doing so breaks into the top 10 of the EJ class championship standings in ninth.

SERIES STANDINGS

E1 >>

1	Mika Ahola	92 points
2	Simone Albergoni	89
3	Ivan Cervantes	82
4	Eero Remes	72
5	Cristobal Guerrero	52
10	Tom Sagar	29
20	Darryl Bolter	12

E2 >>

1	Juha Salminen	92 points
2	Johnny Aubert	89
3	Joakim Ljunggren	67
4	Valtteri Salonen	64
5	Alessandro Belometti	64

E3 >>

1	Samuli Aro	97 points
2	Marko Tarkkala	82
3	Christophe Nambotin	73
4	Bjorne Carlsson	68
5	Marcus Kehr	67
13	Euan McConnell	31

EJ >>

1	Marc Bourgeois	89 points
2	Thomas Oldrati	77
3	Antti Hellsten	54
4	Roni Nikander	50
5	Oriol Mena	49
9	Simon Wakely	31

MARKETPLACE

FOR INFORMATION ON HOW TO ADVERTISE PLEASE CALL PHIL ARMITAGE ON 01524 834030
OR SEND HIM AN EMAIL AT PHIL.ARMITAGE@DIRTBIKERIDER.CO.UK



DAVE COOPER

01732 820082

CLIP-ON ADJUSTABLE BIKE RACKS

Car Racks £55.95 inc. P&P/Van/Motorhome Racks £65.95 inc. P&P
 4x4 Racks £79.95 inc. P&P
 Junior racks 50cc - 80cc
 Senior Racks 100cc - 600cc
 Fits any vehicle with British standard towbar, and you can still tow with the bike rack in use.
 Made from strong 4mm British steel tubing and mig welded finished in protective enamel. Bike is carried at towbar level to avoid grounding when in use. Lightboards, tie down straps available.

TRAILERS

Single bike	£199
Double bike	£259
Treble bike	£299
Quad trailers	£345
Spare wheels from	£24.50

Delivery Service Available

Price includes
lightboard & ramp

Spare wheel £24.50 extra. Trailers come with - Independent suspension, clip-on loading ramp, tie-down loops, wheel support clamps, security locking facility, removable lighting and six enamel colours. **NEW** wall mounting brackets - to hang trailer on your garage wall £15.00 pair.

DAVE COOPER

Unit 7, Pettings Court Farm, Hodsoll Street, Wrotham, Kent TN15 7LH
 Tel: 01732 820082 (Days), 07860 702112 (Mobile) • <http://www.davecooper.co.uk>






Specialists for **Moto X • Supermoto • Enduro • Quads**
Full range of new and used kids bikes, quads and clothing

Massive range of new and used off road bikes always in stock

2008 HONDAS AVAILABLE NOW

Very Special Deals on remaining 2007 HONDAS

MAIL ORDER ON ALL PARTS ACCESSORIES & CLOTHING

Finance Your New or Used Bike (**£1.5**)
 View our used bike selection at... www.trmracing.co.uk
 e-mail: sales@trmracing.co.uk

Terry Rudd Motorcycles
 Fen Road, Holbeach, Spalding, Lincs, PE12 8QD
 Call us on: 01406 422430



SKL moto-x

NEW & USED PARTS

- Rebores • Suspension
- Wheel Building • Engine Rebuilds

BIKES WANTED FOR CASH

FAST POSTAL SERVICE

Tel: 01274 877981
Fax: 01274 877982
 Gomersal, West Yorkshire

West Coast Racing



Fast Apparel

west-coast-racing.co.uk
 07510224520

GEAR

www.dirtbikerider.com/gear

DIRTBIKE



New Flu designs CAS Honda Monster Graphics for CRF 250/450

Fitting of Graphics to Plastics is Free!
 Graphics, Plastics and Seat Covers


WE SUPPLY ALL MAJOR GRAPHIC KITS
 • Mail Order Specialists •

Check out our new online shop
www.motoskinzfx.co.uk

If you can't see it online
 Call us on 01794 390600 or 07789 938324
 MOTOSKINZ - SALISBURY, WILTSHIRE

MOTOCROSS BOOK

www.dirtbikerider.com
 to get hold of this mega 200 page book full of stunning pictures



£9.99

UK No. 1 LAZY DAYS

RV/MOTORHOMES

FOR IMPORT/EXPORT & RETAIL
 NEW & USED SALES
 A Company Built on Reputation

OVER 400 NEW & USED ALWAYS IN

STOCKISTS OF:







TEL: 01952 550 282

www.lazydays.biz
A41 SALES CENTRE
HINSTOCK
NR. MARKET DRAYTON
SHROPSHIRE TF9 2SY

BASED IN THE MIDLANDS
 FULL DEALER FACILITIES





FOR INFORMATION ON HOW TO ADVERTISE PLEASE CALL PHIL ARMITAGE ON **01524 834030**
OR SEND HIM AN EMAIL AT **PHIL.ARMITAGE@DIRTBIKERIDER.CO.UK**

**Subscribe
for just
£30**



- Save 23%
- Never miss an issue
- Have DBR delivered for **FREE**

To subscribe call **01524 834030** or subscribe online at **www.dirtbikerider.com** and get another month absolutely **FREE!**

DIRTBIKE

GET THE HOLESHOT!

LIMITED STOCKS

Order your special edition Dirtbike Rider T-shirt NOW!

HOLESHOT TEE JUST £9.99

Available in sizes - S, M, L, XL

**To order call 01524 834030
or go online www.dirtbikerider.com**

Price includes postage and packing. Please allow 5 working days for delivery.



MX
Graphics & Plastics

PLASTICS & GRAPHICS

MAIL ORDER ON 01934-429171

Open to 8pm Mon-Fri, Tues Open to 9pm, Sat Open to 5pm

Order On-line on our New Website... www.MXGraphics.co.uk ...Info@mxgraphics.co.uk

MOTORCYCLES, MOTORBIKE GUARD, PLASTIC WATERPROOFERS, KEYS, BIKES, SCOOTERS, SET, BIKES, BALE

Callers
Welcome

Sale... Sale... Sale... Sale...

Plastic Kits £59.95



******RM/RMZ WHITE PLASTICS KITS******

CONTAIN FRONT FENDER, REAR FENDER, SIDE PANELS & RAO SCOOPE

ENDURO PLASTIC KITS (KTM 450-450 CRF150 CRF150 CRF150 CRF150 CRF150 CRF150)

Model	Price
HONDA CRF150F	£59.95
HONDA CRF150F	£59.95
HONDA CRF150F	£59.95
HONDA CRF150F	£59.95
HONDA CRF150F	£59.95
HONDA CRF150F	£59.95
HONDA CRF150F	£59.95
HONDA CRF150F	£59.95
HONDA CRF150F	£59.95
HONDA CRF150F	£59.95

CAS

HONDA CRAZY PRICE

£69.95



CRF450 05-07... CRF150 04-07... CRF150 03-04

EXCLUSIVE **XX125-250 05-07**

Monster Energy Graphics Package



team solitaire

CRF150 05-07... CRF150 04-06... GRAPHICS KITS

XYIENCE

MDK MOTORSPORT HONDA FULL KIT

Price £79.95

Only (or with a Plastic Kit as Meaning £329.95)

CRF450 05-07... CRF450 03-04

CRF150 05-07... CRF150 03-07... CRF150 02-06

(limited stocks on all SALE items)

FLU T51 Team Full Graphics Kits



Only £69.95

5X-50F 07-08... 5X-50F 06-07... 5X-50F 05-06... 5X-50F 04-05... 5X-50F 03-04... 5X-50F 02-03... 5X-50F 01-02... 5X-50F 00-01... 5X-50F 99-00... 5X-50F 98-99... 5X-50F 97-98... 5X-50F 96-97... 5X-50F 95-96... 5X-50F 94-95... 5X-50F 93-94... 5X-50F 92-93... 5X-50F 91-92... 5X-50F 90-91... 5X-50F 89-90... 5X-50F 88-89... 5X-50F 87-88... 5X-50F 86-87... 5X-50F 85-86... 5X-50F 84-85... 5X-50F 83-84... 5X-50F 82-83... 5X-50F 81-82... 5X-50F 80-81... 5X-50F 79-80... 5X-50F 78-79... 5X-50F 77-78... 5X-50F 76-77... 5X-50F 75-76... 5X-50F 74-75... 5X-50F 73-74... 5X-50F 72-73... 5X-50F 71-72... 5X-50F 70-71... 5X-50F 69-70... 5X-50F 68-69... 5X-50F 67-68... 5X-50F 66-67... 5X-50F 65-66... 5X-50F 64-65... 5X-50F 63-64... 5X-50F 62-63... 5X-50F 61-62... 5X-50F 60-61... 5X-50F 59-60... 5X-50F 58-59... 5X-50F 57-58... 5X-50F 56-57... 5X-50F 55-56... 5X-50F 54-55... 5X-50F 53-54... 5X-50F 52-53... 5X-50F 51-52... 5X-50F 50-51... 5X-50F 49-50... 5X-50F 48-49... 5X-50F 47-48... 5X-50F 46-47... 5X-50F 45-46... 5X-50F 44-45... 5X-50F 43-44... 5X-50F 42-43... 5X-50F 41-42... 5X-50F 40-41... 5X-50F 39-40... 5X-50F 38-39... 5X-50F 37-38... 5X-50F 36-37... 5X-50F 35-36... 5X-50F 34-35... 5X-50F 33-34... 5X-50F 32-33... 5X-50F 31-32... 5X-50F 30-31... 5X-50F 29-30... 5X-50F 28-29... 5X-50F 27-28... 5X-50F 26-27... 5X-50F 25-26... 5X-50F 24-25... 5X-50F 23-24... 5X-50F 22-23... 5X-50F 21-22... 5X-50F 20-21... 5X-50F 19-20... 5X-50F 18-19... 5X-50F 17-18... 5X-50F 16-17... 5X-50F 15-16... 5X-50F 14-15... 5X-50F 13-14... 5X-50F 12-13... 5X-50F 11-12... 5X-50F 10-11... 5X-50F 09-10... 5X-50F 08-09... 5X-50F 07-08... 5X-50F 06-07... 5X-50F 05-06... 5X-50F 04-05... 5X-50F 03-04... 5X-50F 02-03... 5X-50F 01-02... 5X-50F 00-01... 5X-50F 99-00... 5X-50F 98-99... 5X-50F 97-98... 5X-50F 96-97... 5X-50F 95-96... 5X-50F 94-95... 5X-50F 93-94... 5X-50F 92-93... 5X-50F 91-92... 5X-50F 90-91... 5X-50F 89-90... 5X-50F 88-89... 5X-50F 87-88... 5X-50F 86-87... 5X-50F 85-86... 5X-50F 84-85... 5X-50F 83-84... 5X-50F 82-83... 5X-50F 81-82... 5X-50F 80-81... 5X-50F 79-80... 5X-50F 78-79... 5X-50F 77-78... 5X-50F 76-77... 5X-50F 75-76... 5X-50F 74-75... 5X-50F 73-74... 5X-50F 72-73... 5X-50F 71-72... 5X-50F 70-71... 5X-50F 69-70... 5X-50F 68-69... 5X-50F 67-68... 5X-50F 66-67... 5X-50F 65-66... 5X-50F 64-65... 5X-50F 63-64... 5X-50F 62-63... 5X-50F 61-62... 5X-50F 60-61... 5X-50F 59-60... 5X-50F 58-59... 5X-50F 57-58... 5X-50F 56-57... 5X-50F 55-56... 5X-50F 54-55... 5X-50F 53-54... 5X-50F 52-53... 5X-50F 51-52... 5X-50F 50-51... 5X-50F 49-50... 5X-50F 48-49... 5X-50F 47-48... 5X-50F 46-47... 5X-50F 45-46... 5X-50F 44-45... 5X-50F 43-44... 5X-50F 42-43... 5X-50F 41-42... 5X-50F 40-41... 5X-50F 39-40... 5X-50F 38-39... 5X-50F 37-38... 5X-50F 36-37... 5X-50F 35-36... 5X-50F 34-35... 5X-50F 33-34... 5X-50F 32-33... 5X-50F 31-32... 5X-50F 30-31... 5X-50F 29-30... 5X-50F 28-29... 5X-50F 27-28... 5X-50F 26-27... 5X-50F 25-26... 5X-50F 24-25... 5X-50F 23-24... 5X-50F 22-23... 5X-50F 21-22... 5X-50F 20-21... 5X-50F 19-20... 5X-50F 1

MARKETPLACE

FOR INFORMATION ON HOW TO ADVERTISE PLEASE CALL PHIL ARMITAGE ON 01524 834030
OR SEND HIM AN EMAIL AT PHIL.ARMITAGE@DIRTBIKERIDER.CO.UK

SILVESTERS
for everything
YAMAHA

**2008 Yamahas
IN STOCK NOW**

Call for availability

01484 683665
or 01484 686683

www.silverstermx.com

Spring Lane Mills, Woodhead Road,
Holmfirth, Huddersfield

WASHBROOK FARM
PRACTICE TRACK

OPEN EVERY SATURDAY

Washbrook Farm,
Benwick Road,
Doddington
Nr March,
Cambridgeshire

Toilets & Refreshments
Separate Track for Autos
Separate Track for Beginners
All machines must comply
with ACU noise regulations
Large Parking Area

**MOTO-X
CLOTHING &
SPARES SHOP
NOW OPEN**

**SPARES
REPAIRS
BIKE SALES**

Please ring before
setting off
**TEL: 01354 740442
OR 07889 684601**
Workshop
& Practice

KTM

**EXC AND SX PARTS
MAIL ORDER
SERVICE
THE KTM
SPECIALISTS**

EUROTEK

Tel: 01765 608209 Fax: 01765 608223
16 Camphill Close, Dallamires Lane,
Ripon HG4 10Y
E-mail: mark@eurotekktm.com
www.eurotekktm.com

**OPEN MONDAY -
SATURDAY**

Tony Houseman
RACE ENGINES

**2&4 STROKE
ENGINE
TUNING**

AS USED BY
A ROCKWELL
S. JAMES
L. PAYNE

07971 835390

ADE Introducing special low cost insurance
for motorcycle transporters and
breakdown recovery

Anthony D. Evans (Insurance Brokers) & Co
For complete piece of mind whilst transporting motorbikes

Comprehensive from £240 any driver over 25
Third party, fire and theft from £157.50 on any driver
over 25 (both limited mileage, 5,000 miles pa)
Breakdown Recovery from £84 (full 24 hour UK Recovery Service)

77-79 MOSELEY AVENUE, COUNDON, COVENTRY CV6 1HR
Tel: (024)76 595812 Fax: (024)76 601456
Email: enquiries@anthonydevans.co.uk

ONLINE QUOTES
AND PAYMENTS AT
NOW AVAILABLE

www.anthonydevans.co.uk

Muc-Off

**CLEAN &
PROTECT**

Approved by
YAMAHA
Honda
Kawasaki

BUY NOW OR FIND A DEALER:
WWW.MUC-OFF.COM

GRAFFIX FACTORY

New in 08 Team Kits

CAS Honda | Torqo Honda | Factory
Yam | Fan Manuel Mission (Chad
Reed) | Red Bull Honda | Boost Troy
(White & Blue available) | Swift
Suzuki | Makita Rockstar Suzuki |
Toyota YZF | Red Bull KTM | Rockstar
Energy Honda | Red Bull YZF | Atomic
Honda | MDK KTM

Direct Order Line: 01202 380010

**THE ONLY NUMBER
YOU NEED**

**01252 728270
07831 695218**

**ELDERFIELD M/C
MX DISCOUNT STORE**

**YAMAHA+
KAWASAKI**

**2008
IN STOCK NOW**

**ALL SECOND-HAND
STOCK ABLE TO VIEW
ON THE WEBSITE**

**BAVINS
OF DISS**

101 VICTORIA ROAD, DISS, NORFOLK IP22 3JG
01379 642631

Buy online
www.bavinsmotorcycles.com

DUNLOP
Silkolene
SPORTS
TALON
DUNLOP
LEATT
ACE
PRO

Middleton Since 1976
MotoX

The Largest Selection of
MX & LEISUREWEAR IN THE COUNTRY

**ABSOLUTELY!
POSITIVELY!
DEFINITELY!**

It's Trick, WE DO IT!

T: 01773 748045 / 852455
www.middletonmx.com
21 Nottingham Road, Ripley, Derbys DE5 3DJ
Mail order specialist - All major credit cards taken

08 **FAST** **FOX** **thor** **HA** **GEAR**

rage

YOUTH DIRT BIKING AT ITS BEST



© still-mx.co.uk

SHOCKTACTICS!

SCOTT ELDERFIELD – THE 15-YEAR-OLD HOT-SHOT
TAKING THE FIGHT TO THE BIG BOYS OF BRITISH MX

WETN'WILD!

RAIN STOPS PLAY AT YOUTH
CHAMPIONSHIP OPENERS

MAXANSTIE!

RAGE'S RESIDENT REDHEAD SETS
PULSES RACING STATESIDE

SCOTTELDERFIELD

WWW.DIRTBIKERIDER.COM



SHOCKTACTICS!

SCOTT ELDERFIELD TURNS MORE THAN A FEW HEADS WITH HIS MAXXIS MX1 DEBUT...

Words and photos by still-mx.co.uk

After his outstanding performance at the second round of the Maxxis British MX Championship, Rage tracks down 15-year-old Scott Elderfield as he prepares to return to Canada Heights for the first round of the DEP smoker series under the guidance of his dad Chris and mentor Greg Hanson.

After a near career-ending accident around one-and-a-half years ago Scott is ready, willing and it would seem more than able to take it to the best of them.

Rage: First race of the MX1 at Canada Heights and you were out ruffling a few seasoned feathers – that really had to be an awesome experience for you?

SE: "Yeah, it was great. I had a good start which helped greatly and I just kept the momentum going."

Rage: Did you expect that you would do so well against such opposition?

SE: "Pre-season training went well so I kind of knew what form I would be on but to go and get a result like that was awesome."

Rage: There are very few riders in British motocross that have been able to put in such a result at such a young age so you are now equalling some of the greats. How does that feel?

SE: "It feels great, I just hope it can continue and if I can keep the current form I am on I feel

that I can progress even further."

Rage: So is this the start of the move away from youth racing or was it just to get out and get an idea of what's needed to run with the top flight?

SE: "I reckon I will see this season out riding in the youth ranks but come next year it will be into the adults."

Rage: What are your plans for this coming season and will we see a return to the Maxxis championship?

SE: "So far it's looking like I will be doing the BYMX, Maxxis MXY2, DEP and Maxxis MX1. I'd like to do the MX1 and MXY2 at the same time but unfortunately it's not allowed within the rules. With the DEP series I think I will only be able to do around four rounds. MXY2 and the BYMX are the championships that I want to walk away with the silverware in."

Rage: Since your great result at Canada Heights have you had any potential sponsors sniffing around your truck?

SE: "Surprisingly no, I think people believe that because my dad has the shop I do not need any support but this can't be any further from the truth. I have support from Alpinestars, RG3 London and Spiked casual wear but that is about it. As we all know it takes more than that to do a season in motocross. Dad finds it hard to support my needs as far as racing is concerned."



Rage: So with the future looking so bright for you in the years to come how did you get here and what would an aspiring motocross rider need to do to get to where you are now?

SE: "Dad got me a bike at the age of five and he got me to a certain stage in my race career. Then in 2006 we got together with Greg Hanson who has been able to help me progress with not only my riding but my mental attitude. This year though training in the gym is being taken more seriously. As far as a rider getting to where I am now...you need to know what you want and do everything you can to get there. Keep focused and put the effort in."

Rage: You seem to be able to jump from one class of bike to another and ride them equally well. If you had to choose two-stroke or four-stroke as the only bike available to ride what would it be and why?

SE: "It would definitely be the two-stroke because I find them easier to ride. Whether that's because I have ridden them more so far in my career I don't know but I just find them easier with the power delivery and weight. I love the KTM 250 two-stroke!"

Rage: What would the best memory of your racing career so far be?

SE: "It's got to be the Maxxis at Canada Heights – to be among riders that I have looked up to in the past and run at their pace was just such a great feeling. To be battling with Brad Anderson

GREGSAYS...

HOT PROSPECT

While we were with Scott we also took a few minutes to talk to his mentor Greg Hanson...

"Working with Scott since 2006 you have to admire the kid for his natural determination and will to win despite the horrific injuries that he has sustained which would have made many riders give up. It's very easy to work with Scott – he listens to everything I have to say and it sinks in.

"Now his racing is moving up a gear he is finding the time after school to go to the gym at least three times a week depending on race commitments. It's great to see a rider that not only takes his riding so seriously but at the same time manages to keep in full-time education also.

"In my opinion he is up there with the best. For a 15-year-old he is as good as any other rider I have seen in my 32 years around the sport. I wish him well!"



for so many laps was awesome."

Rage: How long do you reckon it will be before we see Scott Elderfield on the start list for a GP?

SE: "As soon as possible!"

Rage: Who is on the Scott Elderfield most respected list and for what reason?

SE: "Well, it's got to be my mum, dad and sister. They are everything to me and without them I would not be where I am now."

Rage: Where do you see yourself in let's say five years time?

SE: "Well, natural progression is to be doing GPs and the British championship so with a little luck I'd like to be doing well in them as soon as the chance arises."

Rage: Who would you like to thank for making things easier and more possible for you over the years?

SE: "There have been many people that help out in the background in a sport like this but top of the list is mum, dad and my sister as I have mentioned. I would like to thank everybody that has helped me out so far and those that are at the moment."

Rage: All the best Scott – we're looking forward to watching your racing career unfold...

SE: "Thanks!"

Casey Connolly's started the season well



Josh Spinks is a race winner at Donington

WETN'WILD!

STORMS BATTER THE START OF THE SEASON BUT THERE ARE ALREADY SOME DIAMONDS SHINING THROUGH THE GLOOP...

Words and photos by Mike Gurney

With shades of '07 still fresh in the memory as six youth nationals got well and truly battered by the weather, 2008 unfortunately kicks off in a similar vein as both KWS Masters and BYMX series get caught floundering in the mud.

With more fallers than Aintree in a typical Grand National week, the BYMX at Desertmartin has riders spinning up and down the leaderboard as they struggle big style with the conditions. Eventually both events are whistled off early by the ref and everyone runs for cover.

A few distorted results here and there? Well possibly! Nonetheless it's clear the chalk's on the headline board for some guys! Ryan Snaith grabs all three fastest laps in Ireland plus one race win in a stonking BYMX debut performance that gives him an early points lead in the Junior 65s. On this showing Ryan's future definitely looks bright but a gaggle of KTM orange juicers on his tail in the shape of Casey Connolly, Ryan Johnson and Alfie Bowtell just to name three of the tasty chasers along with the unlucky Robert Yates should make things real interesting for the rest of the season.

Pre-season favourite Ben Howell with the lion's share of the race wins is cutting a real dash at the head of both Masters and BYMX SW85cc ratings. The early impressions however suggest he is possibly there for the taking! James Dunn is giving him a real hard time along with Ben Watson who incredibly on his 65cc machine performs a minor miracle to out-pace the pair of them in race two on Irish soil. Add to that Callan Cooper in sparkling form with a race three win plus Liam Garland and Michael Eccles with blistering individual race performances and you can see the red plate division is shaping up nicely for a season-long dust-up.

Over in the BW85s Luke Hawkins has his nose in front of the Masters pack as he just about gets the better of KTM flyer Robbie Muscat and a rampaging Brad Pocock. Brad's definitely well on the pace this year but right out of luck in Ireland with just 12 points on the board. The BYMX tells a different tale at the front of the field as Dan Hutchinson slams a real marker down to post the best performance of his career with three immaculate race wins. Tricky conditions? Not for Dan and if the Belgium-based talent decides to do the whole series it could be curtains for Luke

and the rest of the field.

Fellow KTM runner Jake Page, returning after a season plagued by injury, is the other headline act in this division with three cracking rides on the Redline machinery and second place in the standings as Luke Hawkins struggles up and down the leaderboard – eventually ending up in sixth place and 30 points adrift. Young Manxman Jamie McCanney ends up as the top upgrade in third place overall as Mathew Fleming has a nightmare but 13-year-old Ryan Houghton lives up to the hype in fourth.

In a group of outstanding 15-year-olds Scott Elderfield and Mel Pocock have raised the bar to an incredible height with their performances on the Maxxis MX1 and MX2 circuit. With a game plan that mixes youth and pro racing to fantastic effect these two could definitely see factory chequebooks being opened and waved in their direction by the end of the season if they carry on putting the wind up the establishment.

Back on the youth circuit Mel has taken an early lead in the Masters Youth 125 from Tom Watts in second place and Scott leads the MX2 standings after the opening round at Donington by a single point from another 15-year-old super-talent in Sam Davis. Josh Spinks claims the other race win at Donington and currently sits third in the points standings. Scott and Mel don't come together until they cross swords hopefully at the opening round of the Elite Youth Cup in May and that's one not to be missed.

Edward Allingham is in blistering form on the PAR Honda and shares the race wins with Scott at the opening BYMX in Ireland but David Games with two cracking races keeps the ACU Academy flag flying high as he tops the points table from Tommy Fenwick early doors. Scott Elderfield's lap times however suggest he's on a different planet right now!

With only two races carded the BYMX Open class table is maybe a bit misleading as you can fully expect Messers Waterman, Davis, James, Gregory and Spinks to be back with a vengeance at later rounds but cracking performances from Tommy Fenwick, Jack Rowland, Lewis Trickett, Edward Allingham and the Celtic pairing of Sean MacDonald and Steven Smyth along with Lewis King who battles the 144 TM into fourth place in race two all indicate the rapid competition everyone forecast.

Never miss an issue, save 25% off the cover price and get FREE delivery! [Save 25%]

Subscribe for just £2.50

An annual subscription is just £30 but if you're not happy with paying up front then don't! You can get DBR delivered to your door and pay for each issue as you get it.

Direct Debit they call it...genius!

Never miss an issue, save 25% off the cover price and get FREE delivery!

What are you waiting for? If you would like every issue of DBR delivered for just £2.50 a month simply fill out the form and return it to us...*

For your peace of mind we will debit your account by £2.50 the last Friday of every month.

If you'd rather pay all at once call 01524 834030 or visit www.dirtbikerider.com

☐ **Yes I would like every issue of Dirt Bike Rider delivered to me for just £2.50 a month**

SUBSCRIBER DETAILS: (Please complete in BLOCK CAPITALS)

Mr/Mrs/Ms (delete as applicable) _____

First Name: _____

Surname: _____

Address: _____

Postcode: _____

Email: _____

Daytime tel: _____

Mobile tel: _____

Date of Birth: _____

Instruction to your Bank or Building Society to pay by Direct Debit
Name and full postal address of your bank or building society _____

To the manager: Bank name _____

Address _____ Postcode _____

Instruction to your Bank or Building Society Please pay Johnston Publishing Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Johnston Publishing and if so, details will be passed electronically to my bank/building society.

Name(s) of Account Holder(s) _____

Branch sort code _____ Bank/building society account number _____

Signature(s) _____ Date _____

Banks and building societies may not accept Direct Debit instructions for some types of account

For office use only. Ref. _____ Originator's Identification number **8 3 8 0 4 9**

Please note: If the registered address of the card holder is different to the delivery address please advise us.
Dirt Bike Rider and Johnston Publishing are constantly running great offers. If you're not interested in receiving details of them by email, post, phone, sms or fax please tick here []. If you're not interested in receiving details of offers run by our business partners please tick here []. For your information for quality and training purposes we may monitor communications.

Never miss an issue, save 25% off the cover price and get FREE delivery!
*OFFER ONLY APPLIES WITH A UK SUBSCRIPTION

Never miss an issue, save 25% off the cover price and get FREE delivery!



MAXANSTIE!

RAGE'S RESIDENT REDHEAD'S HAD A SUPER-BUSY SCHEDULE STATESIDE – NOW IF ONLY HE COULD DO SOMETHING ABOUT THOSE PESKY STARTS...

After our boring nine-hour flight to LAX we were back in full training mode. My mum had flown out with us to help sort some bits which was great because now we could have some nice food! Ha ha! Unfortunately she was only staying for two weeks.

Competitive Edge – some of you who have been to California may have heard of this fast, more natural track in the high desert. We were here for the Golden Cup showdown finals. With some heavy showers early in the day the track was in perfect condition (for an English rider)! I was riding four classes which meant I had to race eight motos. Also, with it being the Golden Cup finals, there were a lot of national front runners so it was going to be tough.

In moto one of the Superminis with the concrete being really slick due to the rain we made a dirt-style start which sort of worked! I was running in about fifth, made some fast passes and eventually took the lead with a few laps to go. In the second moto I switched to a normal concrete start which worked. I got out to the early lead and managed to keep it that way.

I didn't get off to such a good start in the opening 125cc schoolboy moto. I was in fourth and made some moves to get to second but I didn't have enough time to catch the leader. In the second moto I got a terrible start!

Just the day before Jordan Booker and I were having take-out wars on the 110cc pit bikes – we thought it might come in handy someday. So I was in eighth and with a fast outside smash attack on the second turn I moved up to sixth, just getting around Jordan. A few turns later Jordan managed to push me over! So the skills we'd been perfecting just the day before on the 110s came in handy.

I rammed him causing him to spin sideways to the left going up a ramp and I rebounded and span to the right so we both came over the step-up sideways and looked at each other! I just squeezed in front going through the whoops and set my sights in front. I quickly caught the next bunch and got in among it. I ended up fourth.

Still, a really fun race!

In the SW85cc age group races two good starts put me up front and that's the way it

stayed and it was the same in the 125cc open group where I picked up another pair of wins. Only being back in America for a week, I was a little jet-lagged. So after the race had finished and we had our drive home, Jordan and I had a bit of fun on the 110s to finish the day off.

Then before we knew it we were back on the road. A 28-hour school lesson in a motorhome was all that was waiting for us on our drive to Texas. When we arrived we met up with KTM to do some last-minute testing before Lake Whitney. Funnily enough, just after mum left it started snowing! Mental!

The Lake Whitney track was surprisingly not like any other in American that I had been too – it was more of a natural European track with some American sections. The first day of practice was cancelled because of heavy rain but they managed to get the track in perfect condition for Tuesday morning. After a good day of practice I was ready for the racing. I seemed to get into the track pretty fast considering that it was my first time here which was cool.

On the Wednesday I was out on my 85cc first for the 14-16 age group mod class. I got off to an okay start and moved into third pretty fast. Tomac was out front and I had another Suzuki just in front of me. I managed to catch the Suzuki guy but with a few mistakes I sat in third. Not bad for my first race here! Then came one of the best races I have had for a while.

I was out on my 125cc and had one hell of a race. I got out to a good start and moved behind Landon Currier. I quickly got around him to begin my battle with Blake Baggett and Justin Barcia. Baggett managed to squeeze around me so I began my 'lock-on' sequence – I stayed with him until Barcia closed in on me so I began my 'go faster or be passed' sequence. I managed to hold him off for the remainder of the race which was awesome. So my first race day at Lake Whitney wasn't too bad...

Thursday felt a little like being a 100-metre sprinter at the Olympics. I was up at 6am ready to go, doing warm-up laps on the test track and spinning it out on the stationary bicycle – only to wait all day for one five-lap sprint race! I did the best I could to prepare myself for the race but

seeing that I hadn't been out on the track I was going in a little cold. Unluckily I got 30th gate pick and with it being a bit of an unfair start I was coming from behind. But I moved as fast as I could and actually really enjoyed the race. I made some good passes and eventually finished fourth.

For Friday my moto was early. It was the final of my heats so I was out to make it a good one. I got off to a good start taking the lead on the second straight and managed to break away from the pack to pick up the win.

Saturday came around and with it the finals! The first day of the finals consisted of my 85cc mod race and the 125cc race. In the 85cc moto I didn't get off to such a good start and by the time I reached second Tomac had a lead that I couldn't close. I didn't get a good start in the 125cc race but had some fun moving through the pack and I eventually ended up fourth which was a great result for my first big race on the 125.

Sunday was the last day of racing and I was ready to win some titles! I had two more races left – both of them Supermini but one age group and one open. My first race was the Supermini age group. Once again I didn't get off to a great start and once again Tomac was out in front and, yes, once again when I got into second he had pulled out too big a lead.

So now with two seconds and a fourth I was ready to put a win on the table. It was the last day, last race and last fight of the week. The track was mega rough and I was ready to race. I didn't get a good jump off the gate but pushed hard in the first corner. The team counted me in 15th going around the first turn which wasn't a good sign. I could see Tomac about six in front of me but I was 'comin' like a freight train'!

After only a lap I was knockin' at the door of Tomac and then got the sling up the hill to take the inside on the next corner putting me in fifth. I then made a break for it. The race for the title was between Tomac and me. I caught the leaders FAST and quickly got around them to take the win and the Supermini title!

Max
dirtbikeriden 119

Talon
HUBS & SPROCKETS



Leading the race to victory!

RK
MOTORCYCLE CHAINS

EXCEL
RIMS

BRAKING

Talon strive to be one step ahead of the rest by constantly pushing the boundaries of technology with new innovative ideas. Manufacturers of race proven after-market wheels, sprockets and clutch baskets, as well as being the UK importers for Braking, Excel rims and distributors of RK Chain.

for the winning formula visit www.talon-eng.co.uk or call 01935 471508



MONK211!

ABSTINENCE MAKES THE HEART GROW FONDER – AND BILLY GO EVEN QUICKER...

MAN I'M really struggling to try and think of something exciting I've been doing recently but there's nothing! I haven't even had sex for a month! Been living a life of solitude at the moment, same sh*t all of us columnists write about – training, riding, testing, racing. I always try and think of something different to write about but there's not much fun to be had in the build-up to the first grand prix!

The most exciting if gets is the Saturday before the British when me and Ando always get the poker chips out and have a wee gamble. First British it was only me and him but at Canada Heights we had Hayley, Dougan and BC (Bryan's mechanic) joining in so there was a big pot up for grabs! It went on all night and in the end me and Brad went halves on the pot cos it was getting late and none of us were betting big anymore so we came away with £30 each which was decent enough.

So I guess you wanna hear the round-up from the first two British championships then... Well it couldn't have gone any better really! I went into Donington kinda knowing that I was riding well after Hawkstone, then in practice I was just loving the track! It just had a really nice flow when you were being confident with the bike and I loved the jumps. The bike had so much power on the hardpack and I ripped two holeshots and just had a blast – the wins came pretty easy and it was the first time for a while I just enjoyed every single lap of a race. And I hope those of you who were there that read my column last month spotted my chin grabs!

Oh, while I remember, I haven't had anyone comment on this yet but in the second race I was out front by about 16 seconds when the sun came down and made it pretty hard to see so I went over a jump and pulled my peak down – that was fine for a few laps until the sun went away again. I came over a jump and tried to pull my peak back up but I couldn't with one hand. So I came round to the massive tabletop where the finish line was at the GP, took off the same like every other lap with the front end slightly down ready for landing, then when I was up there I took both hands off the bars, grabbed the chin piece and pushed my peak up! It was the first time I'd done a no-hander since about 1997 on a KX100 and I totally sh*t my pants! The front end dropped almost below my knees and being a four-stroke I was lucky it didn't stall!

Anyways, I was a bit front wheel low but I managed to grab the bars again but I had a little moment with myself – I just couldn't believe what I'd done! I can only guess it was because I was feeling so confident with the bike but I won't be doing it again! I really hope someone has a picture of it somewhere so if anyone captured the mad moment send it to my myspace please!

So Donno was cool, I had a really fun weekend and added another double win to my CV. I hope the track is in as good condition for the Nations!

Next up was Canada Heights and the week

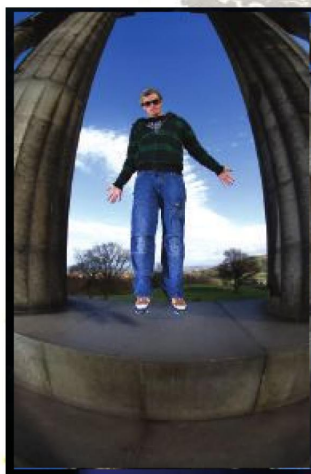
before was the most horrible weather and we had to do some testing. Princey made a real bright plan to test at a hardpack track called Caistor which woulda been a nice track if the rain wasn't blowing horizontal at 40mph! The track is pretty good – I raced there back in 1997 in my no-hander KX100 days. So there we were, the boys had come over from Belgium on the ferry all ready for a day's testing, it was p'ssing it down and I'd travelled four hours south to be there – I had to get up at five in the morning. I stopped and picked my mate Ash up from Newcastle and let him drive while I slept in the passenger seat. I was so tired – I'd trained super-hard the day before and was done in.

So we get there and everyone had the same thought – 'let's just go home' – but no-one said anything and I didn't wanna be the guy to say "I ain't riding in this" as I woulda sounded like a right brat. So I start thrashing out some laps and getting into it and actually started to enjoy myself. I had five layers on – two T-shirts, a cold weather gear insulator thing and a body warmer with body armour and my race shirt. We were trying to test FACTORY parts and the mud was everywhere! So we kinda ended the day early. I made the choice to use the new suspension settings but really it was the wrong decision – we got to Canada Heights and in practice I was having a horrible time. I'm actually surprised I even poled it and felt so horrible I had to tell Paul to change them back.

So first moto rolls up and I get another holeshot and felt good out front again. The track was awesome – I love it when Canada Heights ruts up, it gets really technical and I like keeping my feet on the pegs in the big ruts. The second race was the same really. I found some new lines and kept plugging away. So out of the two weekends I've poled both times, got four holeshots, led all the laps and won all the races! I wanna try for a perfect, perfect, perfect, perfect season!

After the horrible decision to test down south, I told Princey how good the tracks are up in Scotland at the moment so this week the boys came back over on the boat and we spent four days testing up near my house and the weather was perfect! Even Brownie came up and loved it. We went to loads of sand tracks, some really similar to Valkenswaard, so now I'm confident we have the best setting going into this weekend.

Thanks to Tom Fuller at Image Design for a really trick spray job on my helmets. For those of you who ain't seen it, it's got Avril again on one side and my new favourite Rhianna on the other! Avril is looking super hot and dirty and Rhianna is looking very cute and innocent, kinda like two sides of me! Ha ha! Anyone wanting to see it, it's on my myspace – www.myspace.com/billymac211 – oh and if anyone sees Jamie Dobb around tell him you love the design cos he hates it!



Billy Mac 211



CORE PREMIUM

MOTOCROSS GEAR ENGINEERED TO MEET THE DEMANDS OF PROFESSIONAL RIDERS





JUNIOR RACEWEAR

CHAD REED · LIMITED EDITION CORE O.G.

www.thormx.com

thor



• FACTORY YAMAHA'S JOSH HILL



• GOLD

• BLACK

PRO TAPER CONTOUR

MADE WITH PRO TAPER AS-20

- SCRATCH AND PEEL PROOF "VIN-STOCKER" GRAPHICS
- MOST BAR MODELS COME 80MM WIDE WITH A FULL 20MM EACH SIDE FOR CONTROLS
- KNUBBLED CLUTCH SIDE FOR SECURE GRIP HOLD
- 1/4" CUT GUIDES TO ACCURATELY REDUCE BAR WIDTH
- INCLUDES NEW HIGH-DENSITY MOLDED PAD - WORTH \$12.50



• SILVER

